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## I. Sunshine Mile District ("SMD") Overview

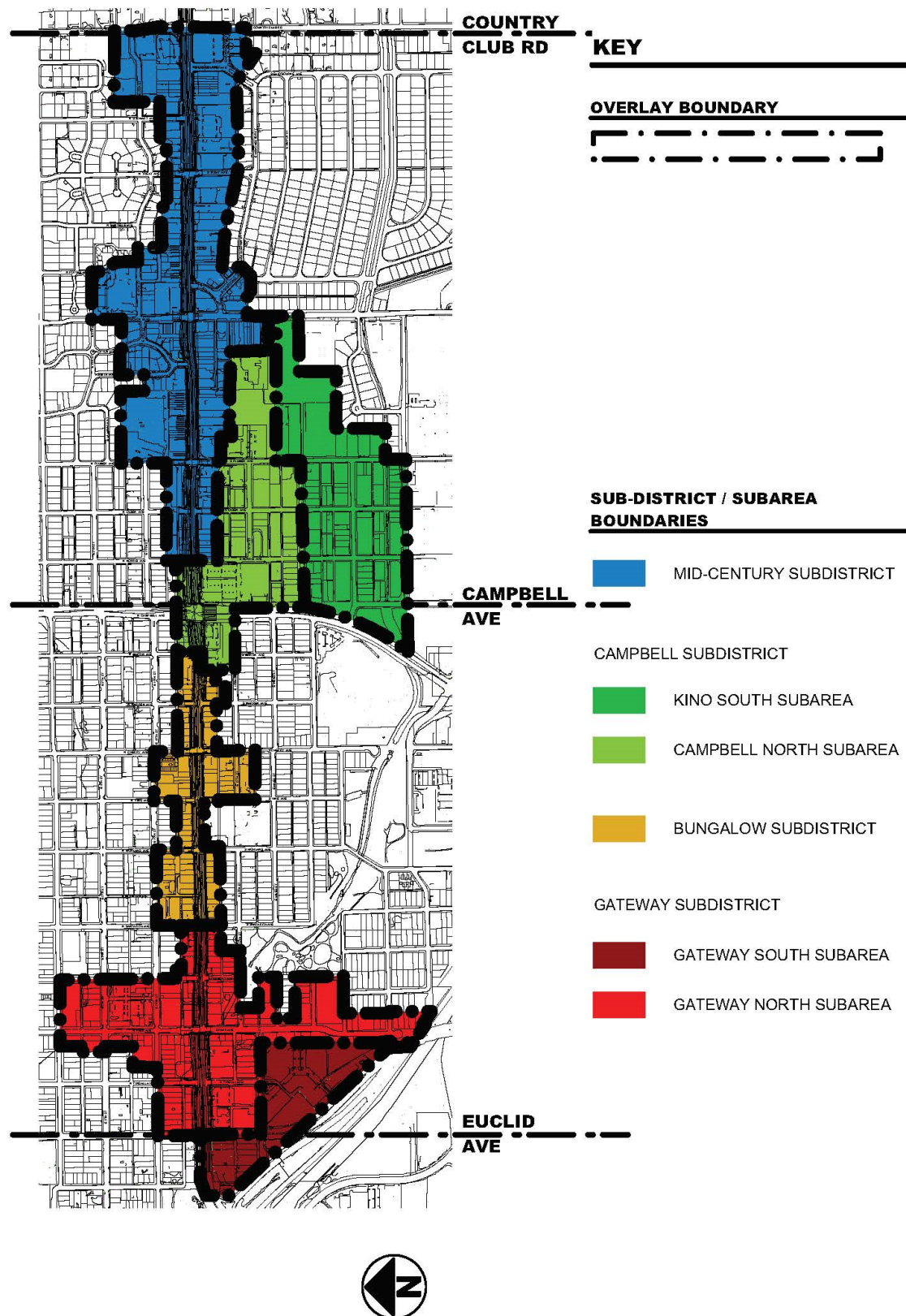
### A. Introduction

On March 19, 2019, in accordance with Section 5.13 (Urban Overlay District, "UOD") of the Unified Development Code ("UDC"), the City of Tucson's ("City") Mayor and Council initiated a UOD rezoning for a geographic area along Broadway Boulevard from Euclid Avenue to Country Club Road (the "Sunshine Mile"). This UOD is known as the Sunshine Mile District ("SMD") and conforms to the policies adopted in Plan Tucson, the City of Tucson General and Sustainability Plan, and the surrounding Area and Neighborhood Plans, including the University and Arroyo Chico Area Plans and the Miles, Sam Hughes and Broadmoor-Broadway Village Neighborhood Plans. The SMD has been divided into four (4) Subdistricts and two (2) of those Subdistricts are broken down into Subareas based on location, character of existing development and opportunities for future development. **Figure I.A** depicts the overall SMD boundary and identifies the Subdistricts and Subareas within the SMD. Descriptions of each Subdistrict and Subarea are included in Subsection IV (SMD Subdistricts).

Within the SMD, a property owner may choose to develop property in conformance with the existing underlying zoning or utilize the UOD's flexible, mixed-use standards, which promote transit-oriented site and building design (the "SMD Zoning Option"). Transit-Oriented Development refers to mixed-use urban infill designed to maximize access to public transportation and encourage transit ridership. Other UOD policies encourage urban and architectural design features that ensure pedestrian and bicyclist comfort and the use of the best practices for Transit-Oriented Design.

The SMD does not preclude a property owner from pursuing a separate rezoning, if desired. A property owner who chooses the SMD Zoning Option cannot revert to the underlying zoning standards without applying for a Modification of Zoning Requirements or pursuing a separate rezoning.

Figure I.A: Sunshine Mile District Boundaries



## B. Purpose

The primary purpose of the SMD is to support Transit-Oriented Development that forwards community values, encourages land uses that foster economic development and enhances the character of the Sunshine Mile. The SMD demonstrates compliance with Plan Tucson and applicable Area and Neighborhood Plans by

- Encouraging sustainable infill development that supports the creation of urban pedestrian- and transit-oriented neighborhoods.
- Supporting a more diverse mix of uses along the corridor that meets the economic revitalization and community character goals for the Sunshine Mile.
- Recognizing there are four Subdistricts along the Sunshine Mile, each with a distinct character, as described within Section IV of this UOD.
- Protecting historic architectural styles and encourages retention and restoration of historic resources.
- Encouraging development compatible with the existing historic resources.
- Encouraging creative infill development by establishing urban development standards and flexibility.
- Promoting compatibility with existing properties through the use of transitional design standards.
- Offering development incentives by permitting modifications to development requirements.
- Encouraging design based on industry best practices.
- Creating a streamlined development review process.

The Broadway: Euclid to Country Club Improvement Project ("Broadway Improvement Project") will have significant impacts on properties along and near the Broadway corridor, especially on the north side of Broadway Boulevard where the alignment has resulted in full or partial acquisitions to accommodate the planned improvements. These acquisitions have reduced the depth and size of many parcels, thereby creating properties that do not conform to current zoning regulations, particularly setback and parking requirements. This makes redevelopment along the Sunshine Mile more challenging, and addressing these challenges is a primary goal of the SMD.

### C. Infrastructure

Significant public investment in roadway, utility, transit and parking infrastructure improvements has been made in the SMD area. Voters approved the Broadway Improvement Project and its half-cent sales tax funding in May 2006 as part of the 2.1-billion-dollar Regional Transportation ("RTA") plan. The improvements to the Sunshine Mile include widening Broadway Boulevard to 6 lanes with bike lanes, sidewalks and landscaping.

### D. Historic Preservation

The SMD contains historic properties that contribute to the character of the Sunshine Mile and the surrounding areas, and a significant portion of the SMD overlaps with the Sunshine Mile National Register Historic District, which was approved on May 26, 2020. There are also multiple historic neighborhoods that are within or adjacent to the SMD, including Iron Horse, Pie Allen, Rincon Heights and Sam Hughes. In addition, the Broadmoor-Broadway Village Neighborhood is seeking designation as a National Historic Register District. A key goal of the SMD is to honor the Sunshine Mile's history, and as such, the SMD discourages demolition of eligible, individually listed or Contributing Properties and encourages their preservation by supporting their retention, restoration and Adaptive Reuse.

The SMD Zoning Option is not available to a property within the Bungalow Subdistrict or the Mid-Century Subdistrict that would result in any of the following:

1. The demolition of an eligible, individually listed or Contributing Property.
2. A modification including alteration, addition or partial demolition of an eligible, individually listed or Contributing Property that, as determined by the City of Tucson Historic Preservation Officer ("CHPO"), does not meet the U.S. Secretary of Interior's Standards for Treatment of Historic Buildings and would cause a building or structure to be no longer eligible or de-listed from the National Register of Historic Places.

Appeals of the CHPO's determination may be made to the State of Arizona's Historic Preservation Officer ("SHPO").

## II. Establishment & Administration of SMD

### A. Establishment of Sunshine Mile District

1. The SMD was established by Ordinance #XXXXX, adopted by the Mayor and Council on XXXXXX.
2. The Mayor and Council may amend or dissolve the SMD by separate ordinance, pursuant to UDC Section 3.5.3, Zoning Examiner Legislative Procedure.
3. The SMD's boundaries shall be identified on the City's Zoning Maps.
4. A property owner may elect to develop and use his/her property either utilizing the existing underlying zoning district or the SMD Zoning Option. Applications and plans submitted utilizing the SMD Zoning Option shall comply with the regulations herein, including Section IV (SMD Subdistricts), as applicable.
5. Unless otherwise permitted, the SMD Zoning Option cannot be used in conjunction with other waivers or modification provisions of the UDC, and the Applicant cannot select the provisions of other overlay zones.
6. The SMD Zoning Option for a property shall be effective upon the issuance of a Certificate of Occupancy ("C of O") for a Project being developed or altered in accordance with the SMD requirements. The owner of an existing development in the SMD may elect to change or expand the use of the property utilizing the SMD requirements by so stating in the required SMD Application, and the election of the SMD Zoning Option shall be effective upon the issuance of the C of O.
7. A property owner using the SMD Zoning Option shall have his/her existing zoning designation prefaced by a "U" on the City's Zoning Maps upon issuance of a C of O using the UOD.
8. Figures contained in this document are for illustrative purposes only. Unless otherwise specifically indicated, figures are not to scale.

### B. Conflict of Laws

The requirements and standards of the SMD should be interpreted to avoid conflict whenever possible with other UDC provisions, and flexible alternatives to support innovative design solutions are encouraged. Where the standards of this Section conflict with other Sections of the UDC, the standards of this Section shall control.

### C. PDSD Application Requirements

An Applicant electing to develop utilizing the SMD Zoning Option must submit an SMD Application demonstrating compliance with applicable SMD development design standards and requirements. For all Projects that include site or exterior building modifications, the SMD Application shall include a Development Package prepared in compliance with City Administrative Manual Section 2-06.0.0 and/or any other materials required by the Planning and Development Services Department ("PDSD") Director to demonstrate compliance with the SMD. SMD Applications that only request a change in use (with minimal or no site or exterior building modifications) do not require the preparation of a Development Package. The SMD Application must clearly state the Applicant's intention to use the SMD Zoning Option in lieu of the existing underlying zoning.

Prior to Application submittal, the Applicant may request in writing a modification or waiver of specific SMD Application requirements from the PDSD Director, subject to the following:

1. The Applicant shall specifically identify the submittal requirement(s) for which a modification or waiver is requested and provide a rationale for the request.
2. The PDSD Director shall determine whether to grant the modification or waiver request within ten (10) working days. In making the decision, the PDSD Director shall consider the purpose statements of the SMD and the applicable General Plan, Neighborhood Plan and Area Plan policies. The PDSD Director's approval of a request under this subsection is not, nor shall it be construed as, an endorsement of a Project by PDSD.

### D. Review Process

The PDSD shall review SMD Applications and Development Packages pursuant to UDC Section 3.3.3., except that a pre-application conference is required.

#### 1. Pre-Application Conference

Each Applicant shall meet with PDSD staff in a pre-application conference to verify the requirements for Projects utilizing the SMD Zoning Option. The conference is intended to be an opportunity for the Applicant and staff to discuss the proposed Project and provide a preliminary review of the proposal for compliance with SMD development standards. Staff will provide direction as to whether the SMD Application will be reviewed through the Major or the Minor Design Review procedure (described below) and advise the Applicant of any additional requirements (e.g., demolition review, traffic statement, parking plan) to be included with the SMD Application submittal.



## 2. Major Design Review

### a. Criteria

The Major Design Review procedure is required if a proposal for new development meets any two or more criteria listed in Subsections II.D.2.a.(1) and/or II.D.2.a.(2) below.

- (1) The Project proposal contains structures that are higher than
  - (a) Three (3) stories or thirty-six (36) feet, or
  - (b) Two (2) stories or twenty-five (25) feet if adjacent to an Affected Residential Property.
- (2) The Project proposal is at any one or more of the following locations:
  - (a) An intersection of two Major Arterial streets.
  - (b) Adjacent to a(n)
    1. Affected Residential Property,
    2. Eligible, individually listed or Contributing Property, or
    3. National Register Historic District.

### b. Review and Approval Procedures

Steps required for processing SMD Plans through the Major Design Review process include

- (1) A neighborhood meeting pursuant to UDC Section 3.2.2. that provides notice to all property owners within 300 feet of the subject property and the neighborhood association within which the subject property is located. A written summary of the meeting must be included with the SMD Application submittal.
- (2) Review by the City Design Professional and recommendation to the PDSD Director.
- (3) Review by the Plans Review Subcommittee ("PRS") of the Tucson-Pima County Historic Commission ("TPCHC"), if applicable, and recommendation to the PDSD Director.
- (4) Review by the SMD Design Review Board ("DRB") and recommendation to the PDSD Director.



(5) Decision by the PDSD Director pursuant to Subsection II.D.7 below.

c. Minor Development Exemption

Notwithstanding Subsection II.D.2.a., Major Design Review Criteria, a redevelopment proposal that has a site area of 6,000 square feet or less or not visible from a street is exempt from the Major Design Review process and shall proceed through the Minor Design Review. Adaptive Reuse Projects that do not involve physical modifications to the exterior of a structure do not require Major or Minor Design Review and may proceed through PDSD Director approval pursuant to the SMD and UDC Section 3.3.3.

3. Minor Design Review

a. Criteria

The proposed Project does not meet the criteria or is otherwise exempt from the criteria for a Major Design Review in Subsection II.D.2.c above.

b. Review and Approval Procedures

Steps required for processing an SMD Application through the Minor Design Review include

- (1) Mailed notice of proposal in accordance with UDC Section 3.3.4 (50' Notice Procedure).
- (2) Review by the City Design Professional and recommendation to the PDSD Director.
- (3) Decision by the PDSD Director pursuant to Subsection II.D.7 below.

4. SMD Historic Preservation Review

a. Criteria

In addition to (and prior to) review by the SMD DRB, pursuant to Subsection II.D.5, the Tucson-Pima County Historical Commission ("TPCHC") Plans Review Subcommittee ("PRS") shall review any Project that is any one or combination of the following:

- (1) Eligible, individually listed or Contributing Property

Projects within the Bungalow and Mid-Century Subdistricts proposing alterations or additions to an eligible, individually listed or Contributing Property using the SMD Zoning Option.

(2) Adjacent to an eligible, individually listed or Contributing Property

Projects proposing new development using the SMD Zoning Option that are adjacent to a structure meeting any one or more of the following characteristics:

- (a) Listed or eligible to be listed in the National or Arizona Register of Historic Places, individually or as a Contributing Property.
- (b) Designated as a City Historic Landmark.

b. PRS Design Compatibility Review

- (1) The PRS reviews to ensure consistency with the U.S. Secretary of the Interior's Standards and design compatibility of a proposed Project with the architecture of adjacent Contributing Properties, including building setbacks, building step-backs, textures, materials, forms and landscaping.

(a) Exceptions

The PDSD Director may waive the compatibility requirement of this section under the following circumstances:

- 1. Where the adjacent lot is vacant.
- 2. If the adjacent lot is developed with a non-residential building.

- (2) The PRS may continue the hearing on an item only once before making a decision unless the Applicant for the Project requests a further continuation. The PRS must make a decision at the conclusion of the hearing.

5. SMD Design Review Board

The SMD DRB has the authority to review for the design criteria listed in Section III (Standards & Guidelines) and Section IV (SMD Subdistricts). The purpose of the SMD DRB is to review all criteria against site and Project constraints and to determine how best to accomplish the goals and intent of the SMD.

a. The SMD DRB is composed of the existing members of the City's DRB and

- (1) The City Design Professional.

- (2) One ad hoc member appointed by the neighborhood association for the area in which the proposed Project is located. If the Project site is located in an area that does not have a neighborhood association, the member is appointed by the association nearest the Project site.
  - b. The SMD DRB shall use the City's DRB rules of procedure, pursuant to UDC Section 2.2.6.B., to carry out its functions.
  - c. SMD DRB Quorum, Voting and Recommendation
    - (1) The Design Professional and ad hoc member are voting members of the SMD DRB.
    - (2) A quorum of the SMD DRB is the same as the City's DRB, as defined in UDC Section 2.2.6.B.3.
    - (3) Notwithstanding Subsection II.D.5.c.(2) above, if for any reason a quorum is not obtained for a particular SMD Application for a two-month period, then the Design Professional shall make a recommendation directly to the PDSD Director without consultation with the SMD DRB.
    - (4) The Design Professional may give a recommendation separate from the SMD DRB recommendation in all cases.
  - d. SMD DRB Review
    - (1) All Projects submitted using the SMD Zoning Option and subject to Subsections II.D.2.a. and II.D.4. are reviewed by the SMD DRB for compliance with applicable SMD design standards and requirements (Sections III & IV).
    - (2) An Applicant may request a courtesy review by the SMD DRB to receive input on the proposal's features. After the courtesy review, the SMD DRB may continue the hearing on an item only once before making a decision unless the Applicant asks for further continuation. The SMD DRB must make a decision at the conclusion of the meeting.
- 6. Review by the Design Professional
  - a. Prior to the SMD DRB meeting, either during the pre-application meeting with staff or at a separate meeting, the Applicant must meet with the Design Professional to discuss the Project and its compliance with the SMD and applicable design standards and requirements.

- b. The Design Professional must provide a written report to the Applicant, the SMD DRB members and the PDSD Director at least five (5) business days before the scheduled SMD DRB meeting. The report shall contain
  - (1) A listing and description of the recommendations and any other issues of concern raised by staff at the pre-application meeting and the SMD DRB courtesy review, if applicable.
  - (2) A statement describing how the proposal complies with each of the applicable design standards.
  - (3) Recommendations on any modifications to the Project needed to bring it into compliance with the design standards.
  - (4) The Design Professional's recommendation to the Director may also include comments on other aspects of the Project, such as façade treatment, building colors, compatibility with adjacent properties and other design elements.

#### 7. PDSD Director's Notice of Decision

- a. Recommendations from the SMD DRB, PRS and Design Professional are advisory to the PDSD Director. The PDSD Director makes the final decision on a Project's compliance with the SMD's applicable requirements and standards.
- b. The SMD DRB, PRS and the Design Professional may recommend special conditions, and the PDSD Director may add special conditions to an approval pursuant to Subsection II.D.7.a., above, to ensure compliance with the intent of the SMD and to address safety issues.
- c. Special conditions may include mitigation standards or plans based on the scale, setting and intensity of the proposed Project on a case-by-case basis. Examples of such plans may include, but are not limited to, vehicular reduction plan, traffic impact analysis and noise mitigation plan.

#### 8. Final Approval

The PDSD Director must issue a Notice of Decision within ten (10) business days after receiving final recommendations from the SMD DRB, PRS and the Design Professional, pursuant to Subsection II.D.7.

## 9. Appeals

### a. Major Design Review

Appeals of the PDSD Director's decision for Projects reviewed pursuant to the Major Design Review process may be made by a party of record and must be filed in writing with PDSD within ten (10) business days of the date of the decision. Appeals are heard in accordance with UDC Section 3.9.2., Mayor and Council Appeal Procedure.

### b. Minor Design Review

Appeals of the PDSD Director's decision for Projects reviewed pursuant to the Minor Design Review Process may be made by a party of record and must be filed in writing with PDSD within ten (10) business days of the date of the decision. Appeals are heard in accordance with UDC Section 3.10.2., Board of Adjustment Appeals Procedure.

## 10. Design Professional Review of Building Plans

Prior to the issuance of a building permit for Projects utilizing the SMD Zoning Option, the Design Professional shall review the Development Package and the building plans for compliance with the approved SMD Application.

## 11. Amendments

An amendment or revision to an approved SMD Application is subject to Design Professional review. If the Design Professional, at his sole discretion, determines that the revision constitutes a major change, the same procedure as the initial approval would apply.

## 12. Development Review Fees

The development review fees shall be reduced by fifty (50) percent for the Adaptive Reuse of an existing building described in Subsection III.A, Definitions.

#### E. Urban Design Best Practices

In order to accommodate creative solutions to design and development, the PDSD Director may approve alternatives to the design standards and development regulations determined by the PDSD Director to be consistent with “urban design best practices.” For the purposes of the SMD, “urban design best practices” may include, but are not limited to, design studies endorsed by the City; adopted urban design standards for a downtown area or university transition area in an American city of comparable size; standards or books written by urban design experts, such as Project for Public Spaces, or endorsed by a professional organization, such as the American Institute of Architects or the American Planning Association, addressing downtown or university transition area development; or any comparable report, study or standards recommended by the City’s Design Professional and approved by the PDSD Director.

For both new Projects and Adaptive Reuse Projects, the applicant may propose alternative compliance to the strict application of design standards and guidelines, such that the alternative

1. Achieves the intent of the subject design standard to the same or better degree than the subject standard.
2. Achieves the mixed-use goals and policies of the SMD to the same or better degree than the subject standard.
3. Results in equivalent or better benefits to the community than strict compliance with the subject standard.

### III. Standards & Guidelines

The general standards and guidelines in this Section apply to all Projects utilizing the SMD Zoning Option.

#### A. Definitions

Terms defined in the UDC shall have the same meaning when used in the SMD unless defined differently in this Subsection. The following terms shall have the meanings given below.

1. **Adaptive Reuse.** The process of reusing an existing structure for a purpose other than for which it was built or designed. To qualify for Adaptive Reuse incentives herein, a Project must include a change of occupancy, change in use, interior modifications and/or exterior modifications that incorporates and retains the existing structure.
2. **Affected Residential Property.** An existing detached single-family or duplex dwelling that is adjacent to an SMD Project.
3. **Affordable Housing Unit.** A dwelling unit committed for a minimum term as affordable, through covenants or restrictions, to households with incomes at 120 percent or less of the area median income ("AMI") for a family, as defined by the United States Department of Housing and Urban Development, for the City; and where housing costs (rents, mortgages, utilities and condo, homeowners or other association fees) do not exceed thirty (30) percent of a family's income as verified on an annual basis.
4. **Bicycle Share.** A service in which bicycles are made available for shared use to individuals on a short-term basis, either for a rental price or free, and parked or stored in a short-term bicycle parking facility. Includes investment and/or partnership with TuGo Bike Share or other current City docked Bike Share system.
5. **Car Share.** A short-term vehicle rental service that makes cars available to people on a pay-per-use basis. This service may also be provided as an amenity to residents of multi-family residential or Mixed-Use Development. Members have access to a common fleet of vehicles on an as-needed basis, gaining most of the benefits of a private car without the costs and responsibilities of ownership.
6. **Common Space.** Informal public and semi-private gathering places that foster social interaction within the community. Examples include parks, plazas, outdoor patios at restaurants and coffeeshops, and landscaped seating within Micro-Mobility Hubs. All Common Space, whether outdoors or indoors must be open to the public.

7. **Last-Mile Delivery.** The movement of goods from the final transportation center or sorting facility to the delivery destination. The final delivery destination is typically a personal residence or business.
8. **Micro-Mobility Hubs.** Places of connectivity where different modes of travel – walking, biking, transit and shared mobility – converge. They are best suited near high-frequency transit and where there is a concentration of employment, housing, shopping and/or recreation. They provide an integrated suite of mobility services, amenities and technologies to bridge the distance between high-frequency transit and an individual's origin or destination.
9. **Mixed-Use Development.** Development that blends two or more residential, commercial, cultural, institutional and/or industrial uses. Mixed use is one of the ten principles of Smart Growth, a planning strategy that seeks to foster community design and development that serves the economy, community, public health and the environment. The mix of uses may be vertical (within the same building) or horizontal (single-use buildings on same parcel).
10. **Mobile Pick-Up Lane:** Drive-up lane at a restaurant or retail establishment that allows customers who have placed orders in advance via phone, online or through a mobile application to receive their orders at a pick-up window. Unlike a traditional drive-through, a Mobile Pick-Up Lane does not include a menu board or microphone.
11. **On-Demand Rideshare.** Means of transportation in which the user of the service can digitally request transportation, and the driver responds to the request, in real-time.
12. **Pedestrian Passthrough.** A feature providing unrestricted public pedestrian access through a building or structure or between buildings or structures.
13. **Project.** A land area consisting of one or more parcels designated for development, which involves any human-caused change to improved or unimproved land that requires a permit or approval from the City, including but not limited to, new construction or modifications to an existing structure(s), grading, paving, excavation or filling.
14. **Shared Parking.** Shared parking is publicly and/or privately-owned parking that is used by two (2) or more separate land uses on the same property or on two (2) or more different properties without conflict. The success of Shared Parking depends on the specific uses on site and works best when adjacent land uses have different peak-activity periods.
15. **Transit-Oriented Development.** A development pattern that is characterized by a mix of uses where buildings and uses cater to the pedestrian accessing the area via alternate modes of transportation. It typically incorporates compact development and



dense activity centers within easy walking distance of transit stops. It generally includes a mix of residential, employment and shopping opportunities designed for transit riders, cyclists and pedestrians.

## B. Land Use

### 1. Permitted Uses.

The following uses are permitted in all Subdistricts of the SMD, and UDC Section 4.9 (Use-Specific Standards) shall not apply.

#### a. From the Civic Use Group

- Civic Assembly.
- Cultural Use.
- Educational Use.
- Membership Organization.
- Postal Service.
- Protective Service.
- Religious Use.

#### b. From the Commercial Services Use Group

- Administrative and Professional Office.
- Alcoholic Beverage Service.
- Animal Service, provided all activity occurs within an enclosed building.
- Artisan Residence.
- Day Care.
- Entertainment, except circuses, carnivals and tent shows.
- Financial Service, except non-chartered financial institutions, such as check cashing and payday loan businesses.
- Food Service, including catering services, except Soup Kitchens.  
Outdoor dining located in adjacent Right-of-Way is permitted, subject to the user obtaining and maintaining the requisite license or easement from the Right-of-Way owner.
- Medical Service – Outpatient.

- Parking.
  - Personal Service.
  - Research and Product Development.
  - Technical Service.
  - Trade Service and Repair, Minor.
  - Travelers' Accommodation, Lodging.
- c. From the Industrial Use Group
- Perishable Goods Manufacturing, except
    - Manufacturing of fish or meat products, sauerkraut, sugar beets, vinegar and yeast and the rendering or refining of fats and oils shall not be permitted.
    - Slaughterhouses, meat packing plants, fertilizer yards and plants for the reduction of animal matter is not permitted.
- d. From the Recreation Use Group
- Open Space.
  - Parks and Recreation.
- e. From the Residential Use Group
- Family Dwelling, limited to Duplex and Multifamily Development.
  - Residential Care Services, limited to Adult Care Service.
- f. From the Retail Trade Use Group
- Food and Beverage Sales.
  - General Merchandise Sales, except for the following:
    - Display or storage of fertilizer, manure, or other odorous material.
    - Large retail establishments.
  - Vehicle Rental and Sales, but limited to Car Share and rental of automobiles, vans and non-commercial trucks.
- g. From the Utilities Use Group
- Distribution Systems serving property in the SMD.

## 2. Excluded Uses

Notwithstanding the foregoing provisions of Section III.B.1 and the exceptions listed for each Subdistrict in Section IV, the following uses are specifically excluded from the SMD.

### a. From the Civic Use Group

- Cemetery.
- Correctional Use.

### b. From the Commercial Services Use Group

- Billboard.

### c. All uses in the Restricted Adult Activities Use Group.

## 3. Accessory Uses and Structures

### a. Accessory uses are permitted for the use groups in the manner provided in the UDC.

### b. Drive-Through Lanes

(1) Existing Drive-Through Lanes, including those that need to be relocated or reconfigured as a result of the Broadway Improvement Project, shall continue to be permitted throughout the SMD.

(2) No new Drive-Through Lanes shall be permitted within the SMD, except as an accessory use to Financial Service uses and only when reasonable vehicular access is provided in a manner designed to minimize conflicts with pedestrian circulation.

(3) Mobile Pick-Up Lanes are permitted throughout the SMD.

### c. Renewable Energy Generation, limited to solar power generation, is permitted as an accessory use.

### d. Home occupations are permitted as accessory uses to Family Dwelling uses.

## C. Affordable Housing

### 1. Purpose & Applicability

To encourage the provision of housing for low- to moderate-income, disabled and elderly residents, incentives are offered in exchange for the incorporation of Affordable Housing Units into a Project. To be eligible for these incentives, the following criteria must be met:

- a. Only Projects with a minimum of ten (10) dwelling units, or Projects adding at least ten (10) dwelling units to an existing Project, shall be eligible for a density bonus.
- b. All of the Affordable Housing Units shall be located within a single Project.
- c. Affordable Housing Units shall be incorporated throughout the Project and shall not be distinguishable in any manner from market-rate units, including square footage, access to amenities, location, grouping, or exterior design.
- d. At least fifteen (15) percent of the total number of dwelling units in the Project shall be Affordable Housing Units for households earning 120 percent of AMI or less. (Fractions are rounded up or down to the nearest whole number.)

*Example: If 200 dwelling units are proposed, at least thirty (30) of those units shall be affordable to households earning an average of 120 percent AMI or less.*

## 2. Density Bonus

A Project shall qualify for a density increase over the otherwise maximum allowable residential density pursuant to applicable SMD Subdistrict development standards in Section IV.

### a. Multi-Family Residential for Rent/Lease

- (1) A Project shall qualify for a twenty-five (25) percent density bonus if the multi-family residential Project sets aside fifteen (15) percent of the dwelling units as affordable to households earning an average of 120 percent AMI or less.
- (2) A Project shall qualify for a thirty-five (35) percent density bonus if the Project meets the above set-aside requirement and is located within 650 feet of a Micro-Mobility Hub or transit stop.
- (3) The term of affordability for these units is twenty (20) years from C of O.

### b. For-Sale Condominiums

- (1) A Project shall qualify for a fifteen (15) percent density bonus if the for-sale condominium Project sets aside fifteen (15) percent of the dwelling units as affordable to households earning an average of 120 percent AMI or less.
- (2) The term of affordability for these units is ten (10) years from C of O.

- 3. The Project developer or manager shall provide an annual report to the Housing and Community Development Department ("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 Project is being utilized for affordable housing.

4. Compliance measures can be required at the time of approval, including but not limited to contracts, restrictive covenants, deed restrictions and stipulated penalties.
5. Except as otherwise noted, Projects using the Affordable Housing Density Bonus shall comply with the requirements of the SMD Subdistrict in which it is located.

#### D. Streetscape Design

Streetscape design will comply with the street design standards in the UDC Technical Standards Manual and the Streetscape Design Policy, except for modifications approved in coordination with the City Department of Transportation and Mobility ("DTM") on a case-by-case basis. Projects shall be pedestrian-oriented and comply with the following standards:

1. New construction shall have architectural elements/details at the first two floor levels;
2. Front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, or similar features;
3. 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;
4. 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 is encouraged where possible and when it can be accomplished in accordance with local ordinances.;
5. To the extent possible, Projects shall provide lateral pedestrian connections to adjacent neighborhoods.
6. Perimeter yard requirements may be reduced or waived if the PDSD Director determines that the request is consistent with the Major Streets and Routes ("MS&R") Plan. The DTM Director may modify the MS&R setback if there is adequate sight visibility, no traffic safety issue is created, and the setback does not create a future roadway expansion problem.

#### E. Shade

Except as provided below, shade shall be provided for at least fifty (50) percent 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 DTM. The shade provided by a building may serve to meet this standard.

The PDSD Director may approve an SMD Application providing less than fifty (50) percent 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.

#### F. 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. Screening

Buffers and/or screening consistent with the purpose of this section shall be provided between a Project and an Affected Residential Property and shall include features such as, but not limited to, landscaping, walls and architecturally decorative features.

##### 2. Mitigation of Service Areas

Service areas 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, prevent 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.

- a. Service areas for items such as backflow preventers and generators (but excluding meters) shall be grouped in a joint area and located away from public view.
- b. Potential nuisance or noisy areas shall be oriented away from Affected Residential Properties, such as placing service areas for loading and garbage disposal between the Project's buildings, behind opaque barriers, or by using architectural or landscaping treatments that effectively reduce nuisance impacts from service areas.

Off-street loading and solid waste disposal areas within a Project shall be shared when feasible.

- c. Off-street loading zone standards may be reduced or waived if PDSD and DTM determine that no traffic safety issue is created, and the loading zone is screened as deemed appropriate.
  - d. 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.
  - e. Loading docks and trash and recycling containers may not be located along the street frontage and may not be visible from the street.
  - f. Architectural elements, such as landscaping, should be incorporated into properties fronting alleys to screen utility service activities
3. Mitigation of Parking Facilities

Where the site has parking facilities or areas 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 Project 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.

#### G. Pedestrian Circulation

1. Pedestrian plazas shall be located adjacent to or visible from sidewalks and/or pedestrian circulation in the Right-of-Way.
2. Existing sidewalk widths shall be maintained as a minimum width, where practicable, so as to provide effective, accessible connectivity to adjoining properties. Where no sidewalks exist, sidewalks shall be provided.
3. Outdoor seating, dining areas, public art and landscaping may be located
  - a. in the sidewalk area when it can be accomplished in accordance with local ordinances.
  - b. in the Right-of-Way (subject to the owner/operator obtaining and maintaining the requisite license or easement from the Right-of-Way owner and in coordination with DTM).

4. Sidewalks required by Development Standard 2-08.40 are not required inside parking structures.
5. Project uses that generate the highest pedestrian traffic should be located on enhanced corners and provide
  - a. a primary entrance that faces both streets and serves the greatest number of occupants.
  - b. additional building articulation that emphasizes the corner and promotes activity.
6. On Broadway Boulevard, the area between the sidewalk and the building may be used for landscaping, open space or outdoor amenities, but not for parking.
7. Mid-Block Pedestrian Passthroughs

For Projects that propose to develop an entire block, at least one Pedestrian Passthrough shall be provided, as follows:

- a. Mid-block Pedestrian Passthroughs shall be lighted and designed to be safe and visually interesting for pedestrians and incorporate such features as display windows or artwork.
  - b. Mid-block Pedestrian Passthroughs shall be designed so they cannot be enclosed or locked.
  - c. The Pedestrian Passthrough should be used to connect separate buildings, or link customer parking to the front of buildings. Alternatives to Pedestrian Passthroughs that create connectivity between public entrances to the Project and abutting sidewalks may be allowed as long as no safety hazard is created.
8. Alleyway Activation & Pedestrian Access

Development in the SMD is intended to encourage and support an active, secure and comfortable pedestrian environment. Alleys and Pedestrian Passthroughs are opportunities for a great place to walk and other active uses, such as spillover activities from the ground level uses. Property fronting alleys and pedestrian lanes should have interesting treatments, such as landscaping and wall art.

- a. Uses such as outdoor dining, retail sales and display and art display are encouraged to allow first floor uses to spill out into alleys and Pedestrian Passthroughs.
- b. All first-floor uses are encouraged to be directly accessible to the public from adjoining alleys and Pedestrian Passthroughs, with care taken to avoid conflict with pedestrian movement in the alley or Pedestrian Passthrough.



- c. All doors adjoining alleys or Pedestrian Passthroughs shall provide signage identifying the first-floor business(es) to attract visitors and add visual impact and color to the alley or Pedestrian Passthrough.
- d. Uses such as community gardens and public plazas should be developed in or adjacent to alleys and Pedestrian Passthroughs to enhance public life by providing intimate public gathering spaces for special events, rest and relaxation or people watching. Design details for such spaces should include formal seating to create “places to pause” and informal seating that is integrated into the design of the public space, such as planter boxes or sculpture bases at chair height.
- e. Wayfinding signage shall be installed, where appropriate, to raise awareness that alleys and Pedestrian Passthroughs exist and that these spaces provide additional retail and recreation opportunities. The signage should also indicate that they provide convenient shortcuts and increased connectivity in commercial areas.
- f. Public art is encouraged in all available space. Special emphasis should be placed on creating terminating views that provide visual cues to users that these spaces are intended to be active and friendly. Public art will be reviewed as part of the SMD DRB design review process to ensure the proposed art is safe and appropriate to the setting.
- g. Pedestrian scale lighting shall be added where feasible:
  - (1) Architectural and accent lighting is encouraged to provide visual interest.
  - (2) Surface lighting of building facades and edges in alleys and Pedestrian Passthroughs is encouraged to provide better visibility and security.
  - (3) Special festive lighting is encouraged in alleyways to complement street lighting and to illuminate “frontage” on the alleyway.

#### H. Mobility

The Transit-Oriented Development goal of the SMD is reflected in requirements that accommodate motor vehicle use and simultaneously encourage bicycle/pedestrian circulation, transit use and shared or on-street parking. In addition, it is expected that alternative modes, like biking and ridesharing, will become more prominent as people’s relationships with their vehicles continue to evolve.

This Subsection III.I. supersedes parking provisions in UDC Section 7.

##### 1. Vehicular Parking Requirements

- a. Parking may be provided by one or more of the following options:
  - (1) on-site.
  - (2) off-site within 650 feet of the Project site located on adjacent public streets or provided through a Shared Parking agreement with the City or a third party.
- b. The requirements of this Subsection do not apply to property developed primarily for Parking use.
- c. Vehicular parking shall be provided in accordance with UDC parking ratios, except for those uses indicated in Table III.H.1, below.
- d. In Mixed-Use Developments where no more than fifty (50) percent of the GFA is dedicated to Alcoholic Beverage and Food Services, parking may be provided at a ratio of one (1) space/300 sq. ft. GFA.
- e. An Individual Parking Plan ("IPP") based on best practices may be submitted when the actual uses are determined and for any combination of permitted uses within the SMD. The IPP may include vehicular parking reductions based on Shared Parking, mode split, peak-use times, etc.
- f. Tandem Parking for motor vehicles is allowed for valet parking, Car Share parking and assigned/reserved private spaces for residential uses within a Mixed-Use Development.

Table III.H.1: Vehicular Parking Requirements

Land Use	Vehicular Parking Required
<b>Commercial Services Use Group</b>	
Administrative and Professional Office	1 space per 500 sq. ft. GFA
Alcoholic Beverage Service	1 space per 200 sq. ft. public seating area, including outdoor seating
Food Service	1 space per 200 sq. ft. public seating area, including outdoor seating
Medical Service, Outpatient	1 space per 300 sq. ft. GFA
Research and Product Development	1 space per 380 sq. ft. GFA
Travelers' Accommodation, Lodging	1 space/room
Trade Service & Repair, Minor	1 space per 400 sq. ft. GFA
<b>Retail Trade Use Group</b>	
All Retail/Sales	1 space per 400 sq. ft. GFA
<b>Residential Use Group</b>	
All Residential	1 space/dwelling unit
<b>Industrial Use Group</b>	
General Light Industrial (includes Craftwork, Building and Ground Maintenance and Processing & Cleaning uses)	1 space per 1,500 sq. ft. GFA
General Manufacturing, Precision Manufacturing, Perishable Goods Manufacturing	1 space per 600 sq. ft. GFA

## 2. Vehicular Parking Reductions

Any combination of the vehicular parking reduction options listed in Table III.H.2 may be employed on Projects utilizing the SMD Zoning Option.

Table III.H.2: Vehicular Parking Reductions

Option	Reduction
Adaptive Reuse of an eligible, individually listed or Contributing Property	No parking required for uses with parking ratio of one (1) space/300 sq. ft. or fewer.
Affordable Housing	No parking required for units designated for Affordable Housing
On-Demand Ride Share	For each twenty-five (25) linear feet of designated On-Demand Ride Share space provided, the required number of vehicular parking spaces may be reduced by two (2) (See Subsection III.H.5.b for design considerations for On-Demand Ride Share)
Car Share	For every Car Share space provided, the required number of vehicular parking spaces may be reduced by two (2) (See Subsection III.H.5.a for design considerations for Car Share)
Proximity to Transit	Fifty (50) percent reduction if Project is within 650 feet of a transit stop
Mixed-Use Development	Parking provided at one (1) space/300 sq. ft. when less than fifty (50) percent of total Project square footage is Food Service and/or Alcoholic Beverage Service
Shared Parking Agreement	Determined based on agreement
Electric Vehicle ("EV") Charging Space	For every EV charging space provided, the required number of vehicular parking spaces may be reduced by two
Micro-Mobility Hub	Seventy-five (75) percent reduction if Micro-Mobility Hub is incorporated into the Project site; twenty-five (25) percent reduction if located within 650 feet of a Micro-Mobility Hub
Individual Parking Plan	Determined based on IPP justification (not subject to maximum reduction)

### 3. Shared Parking

#### a. Shared Parking Study

To promote an overall reduction in parking, the use of Shared Parking is promoted when two (2) or more separate land uses on the same property or on separate properties have staggered peak parking demands. A parking demand study prepared by the Applicant shall provide information and evidence about the anticipated parking demand at peak times during a day and the distance relationship between available Shared Parking spaces and the specific uses served.

#### b. Shared Parking and Cross Access Agreements

Where Shared Parking is provided, a Shared Parking and cross access agreement between the cooperating property owners shall be submitted to the PDSD Director and recorded prior to issuance of a building permit. This agreement must be recorded as a deed restriction on both properties and cannot be modified or revoked without the consent of the PDSD Director. If any requirements for Shared Parking are violated, the affected property owners must provide a remedy satisfactory to the PDSD Director or provide the full amount of required parking for each use.

### 4. Parking Structures

- a. If off-street parking is provided in a structure (above or below grade) that is integrated into the design of a building containing a principal use, the maximum building height may be increased by twenty (20) feet, subject to design review.
- b. Parking structures shall be designed so that parked vehicles are screened from view at street level, through incorporation of design elements including, but not limited to, landscaping, pedestrian arcades, opaque barriers, occupied space, or display space.
- c. Parking structures shall install one electric vehicle charging space for every 100 vehicular parking spaces provided.
- d. Buildings containing Parking Structures shall comply with the following requirements:

- (1) The ground floor of Parking Structures facing Broadway Boulevard, excluding driveways and pedestrian entrances, shall be built for uses other than parking and circulation, consistent with the required architectural articulation standards.
- (2) Any portion of the parking garage visible from the Right-of-Way shall be screened with material and designed consistent with the primary building design.
- (3) Lighting within the parking structure shall provide for safety and security and shall be integrated into the architectural character of the building design. No light bulbs shall be directly visible from outside the parking structure, and light spillage out of the parking structure shall be controlled according to urban design best practices. All lighting shall be provided in compliance with the City of Tucson/Pima County Outdoor Lighting Code.
- (4) The internal circulation to and within the garage shall be convenient, safe, and clearly identified for both pedestrian and vehicular traffic, including appropriate signage for and placement of elevator and stair cores.

## 5. Demand Reduction Programs

### a. Car Share

- (1) The number of Car Share spaces provided should be based on the combined number of residential units and/or employees, as follows:
  - 0-49 residential units and/or employees = one (1) space
  - 50-200 residential units and/or employees = two (2) spaces
  - Over 200 residential units and/or employees = one (1) additional space for each 100 additional residential units and/or employees.
- (2) At the election of the Property owner, the Car Share spaces may be provided
  - on the Property, or
  - on another off-street site within 650 feet of the Property.
- (3) Location of Car Share space(s)
  - the parking areas of the building shall be designed in a manner that will make the Car Share parking spaces accessible to non-resident subscribers from outside the building as well as building residents.

- locations of Car Share parking spaces shall be approved by PDSD and DTM through the Development Package review process.

b. On-Demand Ride Share

Space for On-Demand Ride Sharing should be provided as follows:

- 0-100 residential units and/or employees = fifty (50) linear feet of pick-up/drop-off area
- an additional twenty-five (25) linear feet of pick-up/drop-off area for every 100 residential units and/or employees

6. Bicycle Parking

a. Short-Term Bicycle

- (1) Residential: Minimum of 0.3 spaces per Dwelling Unit or three (3), whichever is greater.
- (2) Non-Residential: Minimum of two (2) spaces or one (1) per 5,000 square feet of GFA, whichever is greater.
- (3) Departures from the Bicycle Parking Facility Design Criteria (UDC Sec. 7.4.9.) concerning bicycle storage racks and spacing may be submitted and reviewed in the Development Package submittal and approved by the PDSD Director if consistent with urban design best practices.

b. Long-Term Bicycle

The provision of long-term bicycle parking is not required within the SMD.

c. Bike Share

- (1) A Bike Share station/program in compliance with DTM's Bike Share program may be used as part of the IPP to meet the requirements of Subsection III.I.6.a., above. Not more than twenty-five (25) percent of the required bike parking for the Property can be met with Bike Share installations.
- (2) If a proposed system is docked, it must be integrated with the TuGo Bike Share or then-current City docked Bike Share system.
- (3) Siting must be coordinated and approved by DTM.

## 7. Micro-Mobility Hubs

Micro-Mobility Hubs are best suited near high-frequency transit stops and where there is a concentration of employment, residential, commercial and/or entertainment uses.

- a. The provision of Micro-Mobility Hubs may result through public/private partnerships and may include, but are not limited to, such features as:
  - Electric vehicle ("EV") charging stations and smart parking
  - Bicycle Share
  - Car Share parking
  - On-Demand Ride Share pick-up/drop-off space
  - Scooter share
  - Bicycle parking
  - Personal bicycle/scooter repair services
  - Package delivery ("last-mile delivery" and smart lockers)
  - Common space (open space, seating areas)
  - Food trucks
  - Farmer's markets/artisan vendors
  - Regional transit stop
- b. A Project that elects to incorporate a Micro-Mobility Hub into its design may take advantage of the following development incentives:
  - (1) Reduction in required vehicular parking by seventy-five (75) percent.
  - (2) Height increase of twenty (20) feet.
  - (3) Density increase of twenty (20) percent.
  - (4) Waiver of Common Space requirements.
- c. Micro-Mobility Hubs shall include at least five (5) of the elements listed in Subsection III.I.7.a, above. Additional or alternative elements not included in Subsection III.I.7.a may be considered and approved by the DTM Director.
- d. Siting, design and features of a Micro-Mobility Hub must be coordinated and approved by DTM.



## I. Landscaping

1. All landscaping shall consist of 100 percent desert-adapted plant species. Species chosen must adhere to the Arizona Department of Water Resources Tucson AMA Drought Tolerant/Low Water Use Plant List.
2. Except as required by Subsection III.F, Development Transition Standards, a complete or partial exception to Section 7.6 of the UDC, Landscaping and Screening Standards, may be granted in order to encourage infill and redevelopment on constrained sites. If shade is provided for pedestrians and customers, such as along sidewalks, pedestrian circulation paths and outdoor patios (in accordance with Subsection III.J.1), and there are no adverse impacts on adjoining properties, an exception may be granted by the PDSD Director from the landscaping and screening requirements.
3. Monolithically installed paving such as concrete may not exceed fifty (50) percent of total exterior site hardscape area.
4. Seating and other site furnishings shall be located along pedestrian circulation, near building entries and in plazas so as to not interfere with safe pedestrian passage.
5. Water features are only permitted in connection with active water harvesting.

## J. Common Space

1. Projects with a proposed floor area of 10,000 square feet or greater shall provide Common Space equivalent to a minimum of five (5) percent of the gross floor area of new construction, such as public plazas or courtyards and enhanced pedestrian passthroughs. Common Spaces are areas designed to accommodate formal or informal public gatherings, and they are one of the ways that spaces, uses and neighborhoods can be linked together.
2. The five (5) percent requirement may be waived or reduced by the PDSD Director upon a written finding during the review process that the Project enhances the pedestrian environment even with a smaller percent or elimination of the requirement.
3. Common Spaces do not need to be limited to the ground level or outdoors. They may be incorporated into public or semi-private spaces that are open to the public but accessible only to patrons (e.g. patio seating at a restaurant).
4. Common Space may be located in different areas of a Project, as long as each area is a minimum 300 square feet, with a minimum dimension of fifteen (15) feet if open on one side only or ten (10) feet if open on two or more sides.
5. Parking areas may not be counted as Common Space.

6. Portions of ground-level outdoor Common Space that are not landscaped are encouraged to be surfaced in textured concrete, pavers, or other similar small-scaled materials with permeable characteristics.

#### K. Street Perimeter Yard

Perimeter yard requirements may be reduced or waived if the PDSD Director determines that the request is consistent with the Major Streets and Route Plan. The DTM Director may modify the MS&R setback if there is adequate sight visibility, no traffic safety issue is created, and the setback does not create a future roadway expansion problem.

#### L. Historic Preservation

##### 1. General Standards

- a. It is the responsibility of each applicant for the SMD Zoning Option to verify the current Contributing or eligibility status of the property in question with the CHPO. The CHPO will review any structure meeting the 50-year age threshold to determine its status as an eligible, individually listed or Contributing Property.
- b. Projects utilizing the SMD Zoning Option should not cause the property to be delisted or no longer eligible for listing.
- c. Additions to or alterations of an eligible, individually listed or Contributing Property must meet the U.S. Secretary of the Interior's Standards.

##### 2. Relocation

Relocation of eligible, individually listed or Contributing Property is preferred over demolition.

- d. Relocation proposals shall be considered through the following process:
  - (1) The PRS reviews all Applications for the relocation of eligible, individually listed or Contributing Properties within the SMD. The CHPO will review Relocation Applications within five (5) business days of receipt of a complete Application. A copy of the accepted Application with the CHPO's recommendation shall be transmitted to PRS for review and recommendation. PRS shall forward a recommendation to the PDSD Director within 30 days after acceptance of the application by the CHPO.
  - (2) The recommendations of the PRS and PDSD Director shall be forwarded to the Mayor and Council for consideration.

(3) Mayor and Council Review

- (a) The Mayor and Council will consider the application for relocation in a public hearing. Public notice shall be provided pursuant to UDC Section 3.2.4., Public Notice. Notice shall be mailed to property owners within 300 feet of the existing location of the Property, neighborhood associations within one mile of the existing location of the Property and the TPDHC.
- (b) The Applicant must prove that reasonable economic use of the property cannot be made in order for the Mayor and Council to approve the application for relocation. The Applicant is required to attach by affidavit all information required by UDC Section 5.8.10.E.2 (a) and (b).

e. All relocated structures

- (1) Should be relocated within the existing district. If that is not possible, the building should be relocated to a similar area (e.g. commercial to commercial).
- (2) Shall be reconnected to utilities (i.e. water, sewer, electricity).
- (3) Must be able to obtain a C of O.

3. Demolition

Demolition of a historic structure should be an action of last resort.

- a. The SMD Zoning Option may not be used within the Bungalow or Mid-Century Subdistricts for a Project that proposes demolition of a structure that is any one or combination of the following:

- (1) A property listed or eligible to be listed in the National or Arizona Register of Historic Places, individually or as a Contributing Property.
- (2) A property designated as a City Historic Landmark.

b. Exceptions

- (1) Partial demolition of a historic structure is allowed if the CHPO determines that the demolition will not cause the structure to be de-listed or to become ineligible for listing in the future.
- (2) If relocation of an eligible, individually listed or Contributing Property proves to be physically or economically infeasible, demolition may be allowed after preparation of a Historic American Buildings Survey ("HABS")

report (to be reviewed and approved by the CHPO) and pursuant to UDC Section 5.8.10.E., Demolition Review for Historic Contributing Properties and Historic Landmarks.

4. Modifications to Eligible, Individually Listed or Contributing Properties

- a. New additions should be designed in such a manner that they maintain the character of the primary structure but are clearly identifiable as new.
- b. The incorporation of an existing historic structure into a larger Project can involve adding or modifying the structure consistent with the U.S. Secretary of the Interior's Standards. These alterations should occur in a manner that will not diminish the historic integrity of the property. Modifications that may be considered appropriate include, but are not limited to, the following:
  - (1) New construction attached or built adjacent to the historic structure, cantilevering over the structure in a context appropriate with the historic architectural features or added above the existing structure with appropriate stepbacks and viewsheds.
  - (2) A change of use to the historic structure.
  - (3) Modifications to the interior of the structure.
  - (4) The addition of covered or uncovered outdoor patio areas, including but not limited to, seating and service, landscaping, shade elements, artwork, bike parking.
  - (5) Openings added on the sides or at the rear of the building.
  - (6) Reconfiguration of parking areas, including but not limited to, open space, landscaping and outdoor patio area.
- c. All modifications and alterations to Contributing Properties must follow the U.S. Secretary of the Interior's Standards.
- d. Not all standards and guidelines included in Subsections III and IV are appropriate for application to Contributing Properties within the SMD. All Project proposals that include eligible, individually listed or Contributing resources shall be reviewed pursuant to Subsection II.D.4.

## M. Signage

The requirements of UDC Article 7A (Sign Standards) shall apply to Projects within the SMD with the following exceptions:

1. All Projects utilizing the SMD Zoning Option are considered within the General Business Category for the purposes of determining allowable signage.
2. Any Project within the SMD may utilize the Master Sign Programs and Singular Sign Design Option, per UDC Section 7A.7.
3. For businesses with vehicular and/or pedestrian alleyway access, the alley-facing side of the building is considered a street frontage.
4. Existing historic signs from the Sunshine Mile period of significance (pre-1980) that are neither designated Historic Landmark Signs nor otherwise compliant with the current City Sign Standards shall be permitted. Restoration and/or Adaptive Reuse (change of copy) to the historic signs is permitted subject to design review by the SMD DRB.
5. Projecting signs, including blade signs that are mounted on a building façade or attached to a surface perpendicular to the sign's surface and the normal flow of traffic, are permitted within the SMD.
6. Painted wall signs or murals are permitted within the SMD, subject to review by the SMD DRB. Proposed murals on eligible, individually listed or Contributing Properties are subject to historic review per Subsection II.D.4.
7. Signs with pan channel lettering and neon are permitted.
8. Interior signs, which are signs that are interior to a Project and not visible from the adjacent Right-of-Way, such as within a plaza area, are not subject to regulation by the City Sign Code, although electrical permits may be required for certain sign types.
9. Street banner signs, which are usually constructed of fabric, canvas, or similar material that is attached to a pole or building, are permitted as part of an overall SMD theme or wayfinding program, or they may be used to promote events within the SMD, subject to compliance with City sight visibility requirements.

#### N. Environmentally Conscious Design Practices

Each Project shall include five (5) or more of the following practices.

1. Reclaimed water from municipal source or harvested from mechanical systems and treated for landscaping (may count as two (2) of the seven (5) required).
2. Adaptive Reuse of an existing structure (may count as three (3) of the seven (5) required).
3. Shade for at least seventy (70) percent of parking areas.
4. Shade for at least seventy (70) percent of pedestrian areas.
5. Cool pavements, or other pervious materials as part of a passive landscape water harvesting system, covering at least twenty-five (25) percent of the total exterior site hardscape.
6. Access to transit stop within ¼ mile.
7. LED outdoor lighting of less than or equal to 3600 kelvin.
8. Shade for Short Term Bicycle Parking Facilities.
9. Solar panels on roof or on shade structures.
10. Cool Roof technology.
11. Energy-efficient glass better than the minimum requirement per the International Energy Conservation Code for all windows.
12. On-site Bicycle Sharing or repair services.
13. On-site Car Sharing Services.
14. Innovative design practice, such as alternative methods of energy savings or production, reduction in water use, or recycled content site paving materials, as demonstrated through professional literature and approved by the PDSD Director.

## IV. SMD Subdistricts

### A. Gateway Subdistrict

#### 1. Composition

The Gateway Subdistrict anchors the west end of the Sunshine Mile and serves as a transition area into Downtown Tucson. Generally, the Gateway Subdistrict includes the area along Broadway Boulevard between Euclid Avenue and Mountain Avenue and the commercial/industrial properties both north and south of Broadway Boulevard on Park Avenue. *(Detailed boundaries are indicated on **Figure IV.A.1: Gateway Subdistrict Map**.)*

#### 2. Character Description

The Gateway Subdistrict, with its proximity to Downtown, will be characterized by high-intensity, Mixed-Use Development and urban densities and may even be viewed as an extension of Downtown.

This Subdistrict also features two Subareas, each with distinct characteristics: one on the north side of Broadway Boulevard and the other to the south:

##### a. Gateway North Subarea

The Gateway North Subarea, identified on the ***Gateway Subdistrict Map***, extends north of Broadway Boulevard, primarily along Park Avenue, to 8<sup>th</sup> Street. The Gateway North Subarea includes a number of properties with higher-intensity underlying zoning (i.e. R-3, C-1 and C-2), and it also encompasses the “TUSD Block”, which is located between Park Avenue, 9<sup>th</sup> Street, Fremont Avenue and Hughes Street.

The Iron Horse, Pie Allen and Rincon Heights Neighborhoods all overlay portions of Gateway North, which is primarily envisioned to be a residential area where higher-density housing options are encouraged to support retail and services along the Sunshine Mile, as well as the University of Arizona.

##### (1) Gateway South Subarea

Portions of the Gateway South Subarea are located within the Barrio San Antonio and Miles neighborhoods south of Broadway Boulevard. Generally, Gateway South extends from Aviation Parkway on the west to its intersection

with 15<sup>th</sup> Street on the south and taking in the properties adjacent to Park Avenue. (See *Gateway Subdistrict Map*.)

The properties in Gateway South are predominantly industrial-zoned, which currently limits their development potential. Gateway South provides opportunities for Mixed-Use Development featuring light industrial and/or commercial spaces with residential components that are not currently permitted within the underlying industrial zoning. Light industrial uses, especially in the form of artisan, craftwork and “makerspaces”, are encouraged. High-density residential uses are also appropriate and will provide the population necessary to support commercial development along the Sunshine Mile and Park Avenue.

### 3. Land Uses

#### a. Additional Permitted Uses

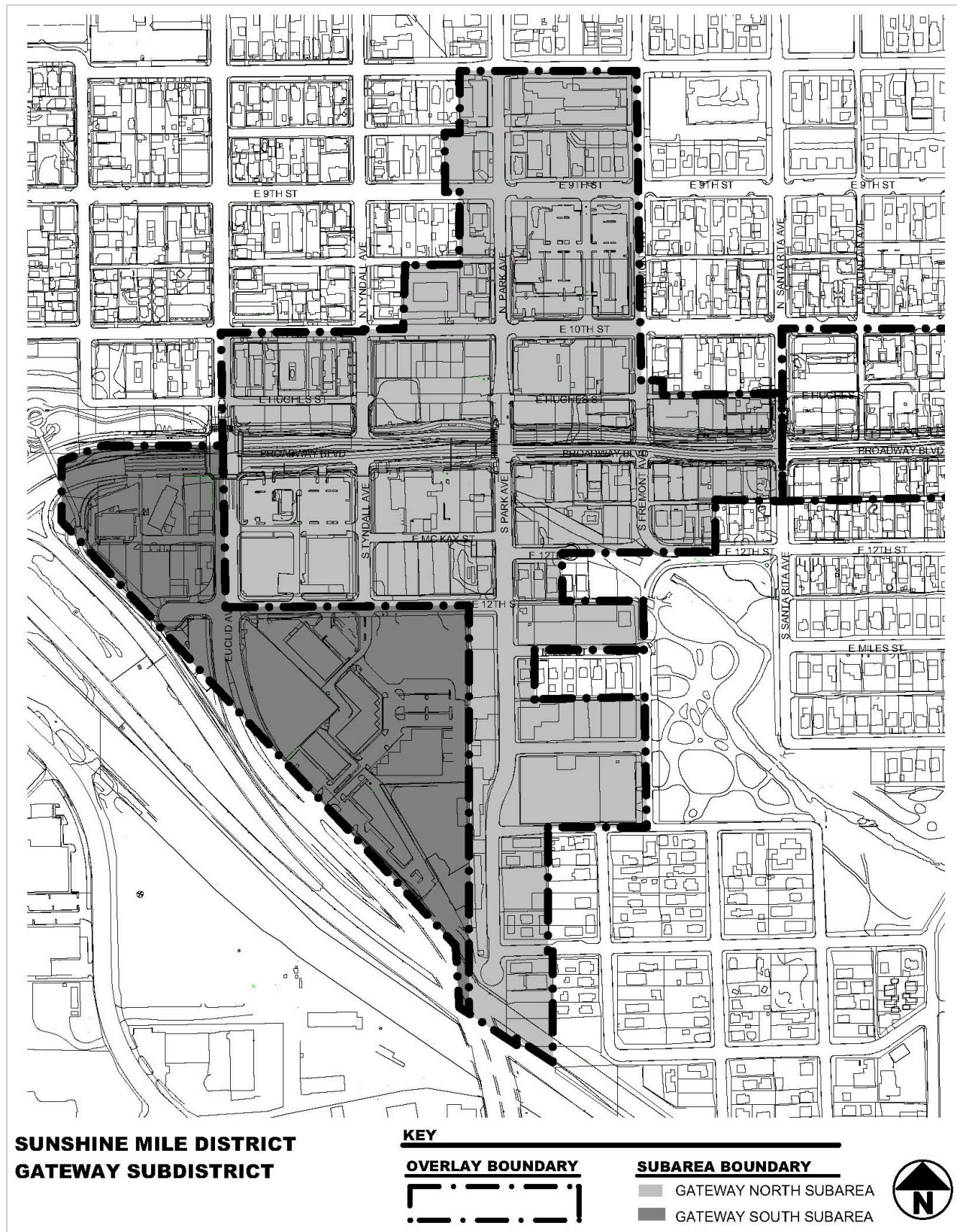
##### (1) Gateway North Subarea

In addition to the land uses permitted in all SMD Subdistricts (Section III.B.1), the uses listed in the table below shall also be permitted in the Gateway North Subarea of the Gateway Subdistrict.

	Gateway North Subarea
Commercial Services Use Group	<ul style="list-style-type: none"><li>Commercial Recreation</li></ul>



Figure IV.A.1: Gateway Subdistrict Map



(2) Gateway South Subarea

In addition to the land uses permitted in all SMD Subdistricts (Section III.B.1), the uses listed in the table below shall also be permitted in the Gateway South Subarea of the Gateway Subdistrict.

	Gateway South Subarea
Agricultural Use Group	<ul style="list-style-type: none"><li>• Community Garden</li><li>• Urban Farm</li></ul>
Commercial Services Use Group	<ul style="list-style-type: none"><li>• Automotive – Minor, Service &amp; Repair</li><li>• Buildings &amp; Ground Maintenance</li><li>• Commercial Recreation</li><li>• Construction Service</li><li>• Funeral Service</li><li>• Medical Service – Extended Healthcare</li><li>• Transportation Service – Land Carrier</li></ul>
Industrial Use Group	<ul style="list-style-type: none"><li>• Craftwork</li><li>• General Manufacturing</li><li>• Motion Picture Industry</li><li>• Precision Manufacturing</li><li>• Processing &amp; Cleaning</li><li>• Salvaging &amp; Recycling<ul style="list-style-type: none"><li>◦ All activities and storage shall occur within an enclosed building.</li><li>◦ Junkyards, salvaging of motorized vehicles, such as cars, trucks, airplanes and similar vehicles; salvaging of hazardous materials; and landfills are not permitted.</li></ul></li></ul>
Residential Use Group	<ul style="list-style-type: none"><li>• Group Dwelling</li></ul>
Retail Use Group	<ul style="list-style-type: none"><li>• Construction Material Sales</li></ul>
Storage Use Group	<ul style="list-style-type: none"><li>• Commercial Storage</li><li>• Personal Storage</li></ul>
Wholesaling Use Group	<ul style="list-style-type: none"><li>• Business Supply &amp; Equipment Wholesaling</li><li>• Food &amp; Beverage Wholesaling</li></ul>

b. Additional Excluded Uses

In addition to the land uses excluded in Section III.B.2, the following uses shall also be excluded from the Gateway North Subarea of the Gateway Subdistrict.

	Gateway North Subarea
Commercial Services Use Group	<ul style="list-style-type: none"><li>• Entertainment</li><li>• Medical Service - Major</li><li>• Research &amp; Product Development</li><li>• Technical Service</li><li>• Trade Service &amp; Repair</li></ul>

4. Development Standards

a. Gateway North Subarea Standards

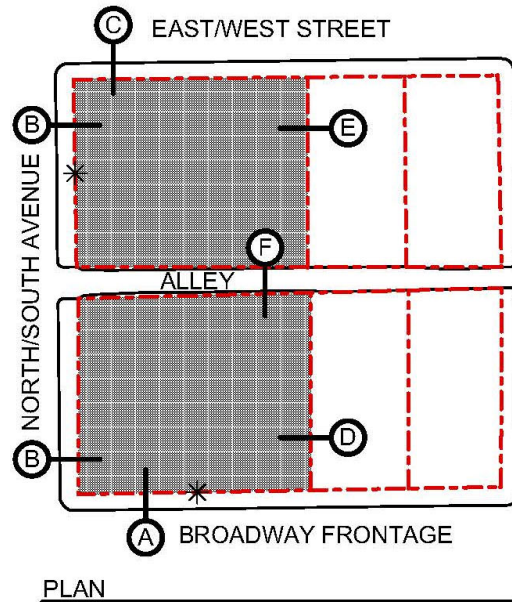
(1) Density

The maximum residential density permitted within the Gateway North Subarea is 90 RAC.

(2) Dimensional Standards

The dimensional standards illustrated in Figures IV.A.4.a(2)(a)-(d) shall apply to all Projects within the Gateway North Subarea.

Figure IV.A.4.a(2)(a): Gateway North Subarea – Building Placement



GATEWAY SUBDISTRICT		
GATEWAY NORTH SUBAREA STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
Build-to Line (Distance from Property Line) (1)		(1) - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable 75% of new building frontage must be located at or near the build-to line. (2) - Adjacent to Affected Residential Property, comply with prevailing setback. (3) - 20' when adjacent to an Affected Residential Property.
Broadway Frontage	0 Ft. A	
N/S Avenue	0 Ft. B	
E/W Street (2)	0 Ft. C	
Set Back (Distance from Property Line)		
Side Yard (3)	0 Ft. D	
Rear Yard	0 Ft. E	
Alley	0 Ft. F	

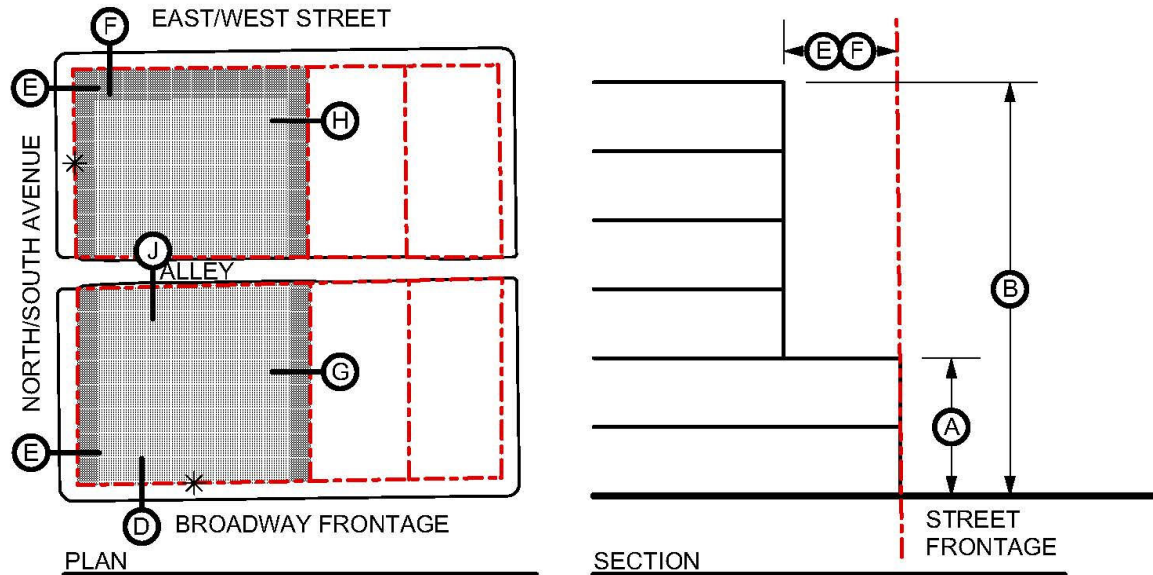
**KEY**

 BUILDABLE AREA   
 \* PRIMARY FACADE  
 PROPERTY LINE





Figure IV.A.4.a(2)(b): Gateway North Subarea – Building Height



GATEWAY SUBDISTRICT		
GATEWAY NORTH SUBAREA STANDARDS		
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS
Low-Rise Building Height	2 stories/30 Ft.	<b>A</b> (1) - 0' When adjacent to non-residential use. <b>B</b> (2) - 30' When adjacent to an Affected Residential Property. <b>C</b> (3) - 30' at frontage along Park Ave
Mid-Rise Building Height	6 stories/75 Ft.	
High-Rise Building Height	Not Allowed	
Mid-Rise Building Height Set Back (Distance from Property Line)		
Broadway Blvd Frontage	0 Ft.	
N/S Avenue	(1,3) 20 Ft.	
E/W Street	(2) 20 Ft.	
Side Yard	(1) 20 Ft.	
Rear Yard	(1) 20 Ft.	
Alley	0 Ft.	

KEY





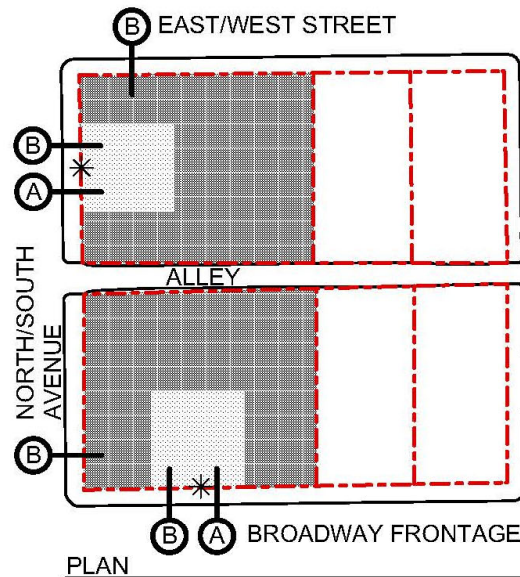
-  LOW-RISE BUILDING HEIGHT
-  MID-RISE BUILDING HEIGHT
-  PROPERTY LINE
-  \* PRIMARY FACADE



Figure IV.A.4.a(2)(c): Gateway North Subarea – Common Space



GATEWAY SUBDISTRICT	
GATEWAY NORTH SUBAREA STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIREMENTS
<b>Lot Coverage</b>	<p>(1) - Covered by impervious surfaces such as, but not limited to, buildings, drives or parking.</p> <p>(2) - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. (3) - Usable Common Space may be any combination of private and Common Space.</p> <p>(4) - Parking may not be counted as Common Space.</p> <p>(5) - Common Space at multi-unit dwelling is 30 sf. ft. per dwelling unit or 30% of lot area, whichever is greater.</p> <p>(6) - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot.</p> <p>(7) - Minimum landscape requirement applies only to Common Space.</p>
Maximum Lot Coverage (1)	
<b>Common Space</b>	
Common Space at Multi-Unit Dwelling (2,3,4)	
Common Space at Non-Residential	
Min. Landscaped Area	
<b>Pedestrian Access</b>	<p>(1) - Covered by impervious surfaces such as, but not limited to, buildings, drives or parking.</p> <p>(2) - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. (3) - Usable Common Space may be any combination of private and Common Space.</p> <p>(4) - Parking may not be counted as Common Space.</p> <p>(5) - Common Space at multi-unit dwelling is 30 sf. ft. per dwelling unit or 30% of lot area, whichever is greater.</p> <p>(6) - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot.</p> <p>(7) - Minimum landscape requirement applies only to Common Space.</p>
Pedestrian Access to Common Space	
Main Entrance Location (6)	

KEY





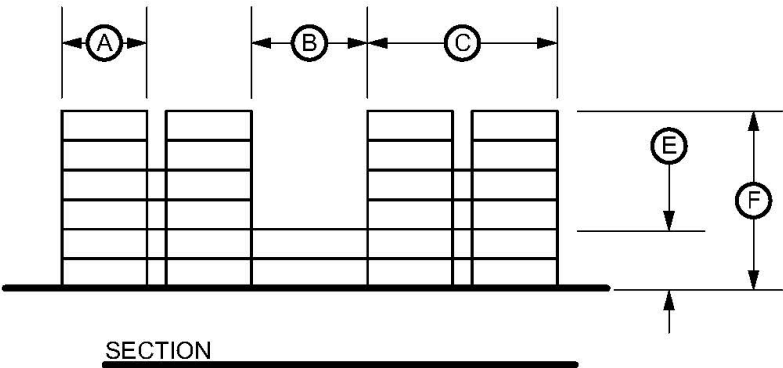
	BUILDING LIMITS
	COMMON SPACE
	PROPERTY LINE
	PRIMARY FACADE



Figure IV.A.4.a(2)(d): Gateway North Subarea – Building Massing



GATEWAY SUBDISTRICT	
GATEWAY NORTH SUBAREA STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<b>(1)</b> - Any building over 50 ft. wide must be broken down to read as a series of buildings no wider than 50 ft. and should include a variety of facades.
Minimum unbroken building mass 50 Ft. Max <b>A</b>	
<b>View Corridors</b>	
Low-Rise Facade 25% of Facade Min. <b>B</b>	<b>(2)</b> - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 2 stories or 25 ft. in height. On corner lots this requirement applies to one street only.
Mid-Rise Facade 150 Linear Ft. Unbroken Max <b>C</b>	
Low-Rise Height 25 Ft. Max or 2 stories <b>E</b>	
Mid-Rise Height 75 Ft. Max or 6 stories <b>F</b>	<b>(3)</b> - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 2 stories or 25 ft. in height as shown in the figure above.

b. Gateway South Subarea Standards

(1) Density

The maximum residential density permitted within the Gateway South Subarea is 90 RAC.

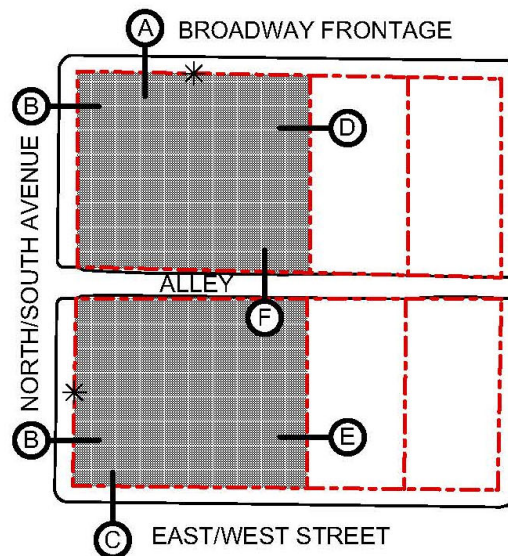
(2) Dimensional Standards

The dimensional standards illustrated in Figures IV.A.4.b(2)(a)-(d) shall apply to all Projects within the Gateway South Subarea.

DRAFT



Figure IV.A.4.b(2)(a): Gateway South Subarea – Building Placement



GATEWAY SUBDISTRICT		
GATEWAY SOUTH SUBAREA STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
<b>Build-to Line (distance from Property Line) (1)</b>		<b>(1)</b> - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable 75% of new building frontage must be located at or near the build-to line.
Broadway Frontage	0 Ft. <b>A</b>	
N/S Avenue	0 Ft. <b>B</b>	
E/W Street	0 Ft. <b>C</b>	
<b>Set Back (Distance from Property Line)</b>		
Side Yard	0 Ft. <b>D</b>	
Rear Yard	0 Ft. <b>E</b>	
Alley	0 Ft. <b>F</b>	

**KEY**



BUILDABLE AREA

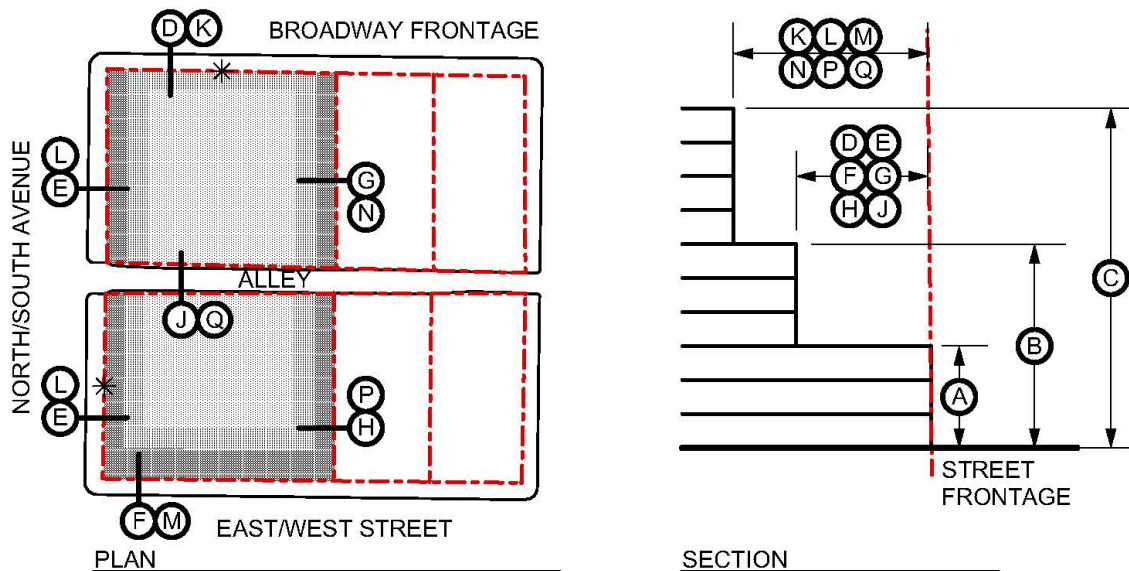


PROPERTY LINE

\* PRIMARY FACADE



Figure IV.A.4.b(2)(b): Gateway South Subarea – Building Height



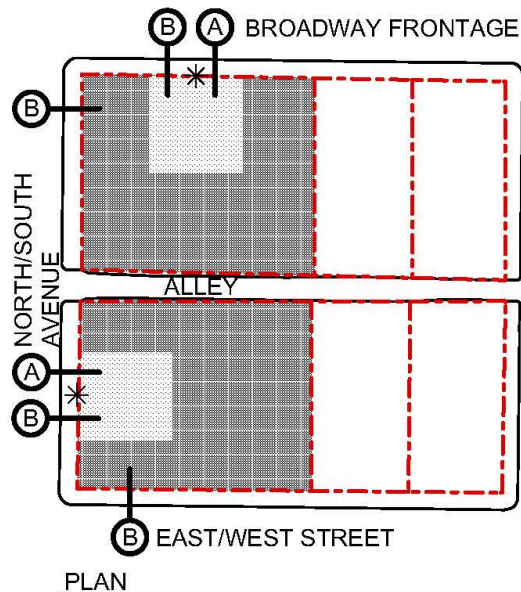
GATEWAY SUBDISTRICT		
GATEWAY SOUTH SUBAREA STANDARDS		
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS
Low-Rise Building Height	2 stories/30 Ft.	<b>A</b> (1) - 0' when adjacent to non-residential use. <b>B</b> (2) - 30' when adjacent to an Affected Residential Property. <b>C</b> (3) - 30' at frontage along Park Ave
Mid-Rise Building Height	6 stories/75 Ft.	
High-Rise Building Height	14 stories/175 Ft.	
Mid-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	0 Ft.	
N/S Avenue	(1,3) 20 Ft.	
E/W Street	(2) 20 Ft.	
Side Yard	(1) 20 Ft.	
Rear Yard	(1) 20 Ft.	
Alley	0 Ft.	
High-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	30 Ft.	
N/S Avenue	(1) 30 Ft.	
E/W Street	40 Ft.	
Side Yard	(1) 40 Ft.	
Rear Yard	(1) 40 Ft.	
Alley	0 Ft.	

KEY

LOW-RISE HEIGHT 
 HIGH-RISE HEIGHT  
 MID-RISE HEIGHT  
 PROPERTY LINE 
 \* PRIMARY FACADE



Figure IV.A.4.b(2)(c): Gateway South Subarea – Common Space



GATEWAY SUBDISTRICT	
GATEWAY SOUTH SUBAREA STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIREMENTS
<b>Lot Coverage</b>	<p>(1) - Covered by impervious surfaces such as, but not limited to, buildings, drives, or parking.</p> <p>(2) - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. (3) - Usable Common Space may be any combination of private and common space.</p> <p>(4) - Parking may not be counted as Common Space.</p> <p>(5) - Common Space at multi-unit dwelling is 20 sf. ft. per dwelling unit or 20% of lot area, whichever is greater.</p> <p>(6) - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot.</p> <p>(7) - Minimum landscape requirement applies only to Common Space.</p>
Maximum Lot Coverage (1)	
Common Space	
Common Space at Multi-Unit Dwelling (2,3,4)	
Common Space at Non-Residential	
Min. Landscaped Area	
<b>Pedestrian Access</b>	
Pedestrian Access to Common Space	<p>Required A</p> <p>Main Entrance Location (6) Primary or Secondary St. B</p>

KEY




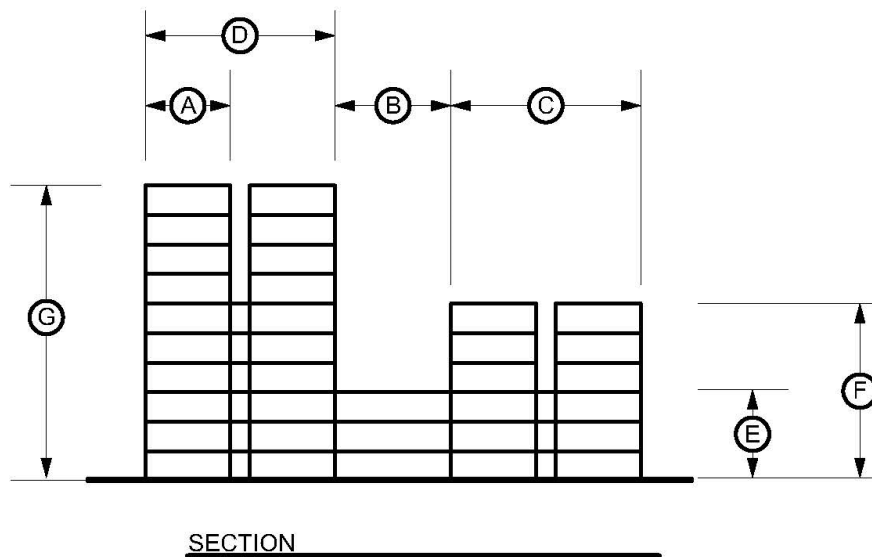
-  BUILDING LIMITS  
 COMMON SPACE  
 PROPERTY LINE \* PRIMARY FACADE



Figure IV.A.4.b(2)(d): Gateway South Subarea – Building Massing



GATEWAY SUBDISTRICT	
GATEWAY SOUTH SUBAREA STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<p>(1) - Any building over 50 ft. wide must be broken down to read as a series of buildings no wider than 50 ft. and should include a variety of facades.</p> <p>(2) - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 3 stories or 38 ft. in height. On corner lots this requirement applies to one street only.</p> <p>(3) - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 3 stories or 38 ft. in height as shown in the figure above.</p> <p>(4) - High-rise facades of more than 100 continuous linear feet must be broken by a mid-rise facade not to exceed 6 stories or 75 ft. in height as shown in the figure above.</p>
Minimum unbroken building mass	
50 Ft. Max	
<b>View Corridors</b>	
Low-Rise Facade	
25% of Facade Min.	
Mid-Rise Facade	
150 Linear Ft. Unbroken Max	
High-Rise Facade	
100 Linear Ft. Unbroken Max	
Low-rise Height	
38 Ft. Max or 3 stories	
Mid-Rise Height	
75 Ft. Max or 6 stories	
High-Rise Height	
120 Ft. Max or 10 stories	

c. Additional Development Standards within the Gateway Subdistrict

(1) Transitions

The following standards are established to enhance and protect the existing neighborhood, as well as mitigate potential negative impacts on existing single-family residential uses adjacent to the Gateway Subdistrict.

- (a) Buffers and/or screening shall be provided between the Project and an Affected Residential Property and may include features such as landscaping, walls, architectural features, artwork or other enhancements (or combination of enhancements).
- (b) All loading and unloading areas, docks and platforms in connection with, and accessory to, an industrial use shall be entirely enclosed on all sides by a building or solid wall six feet in height. Such loading and unloading areas, docks and platforms shall be located as far from an Affected Residential Property as is reasonably possible.

(2) Architecture

Buildings shall provide windows, window displays, or visible activity on the ground floor for at least fifty (50) percent of frontage.

## B. Bungalow Subdistrict

### 1. Composition

The Bungalow Subdistrict includes the stretch of the Sunshine Mile roughly between Santa Rita and Martin Avenues. Although the boundaries of this Subdistrict are largely confined to properties with frontage on Broadway Boulevard, and thereby avoiding adjacent single-family properties, there are a few opportunities for development of larger blocks that have higher-intensity underlying zoning (i.e. R-2, R-3, C-1 and C-2). The boundaries are illustrated on *Figure IV.B.1: Bungalow Subdistrict Map*.

### 2. Character Description

The Bungalow Subdistrict is characterized by its small, historic buildings that should be celebrated through their preservation and Adaptive Reuse into local businesses and neighborhood uses.

### 3. Land Uses

#### a. Additional Permitted Uses

In addition to the land uses permitted in Section III.B.1, the uses listed in the table below shall also be permitted in the Bungalow Subdistrict.

	Bungalow
Industrial Use Group	<ul style="list-style-type: none"><li>Craftwork</li></ul> All products manufactured on site shall be sold at retail within the Project.

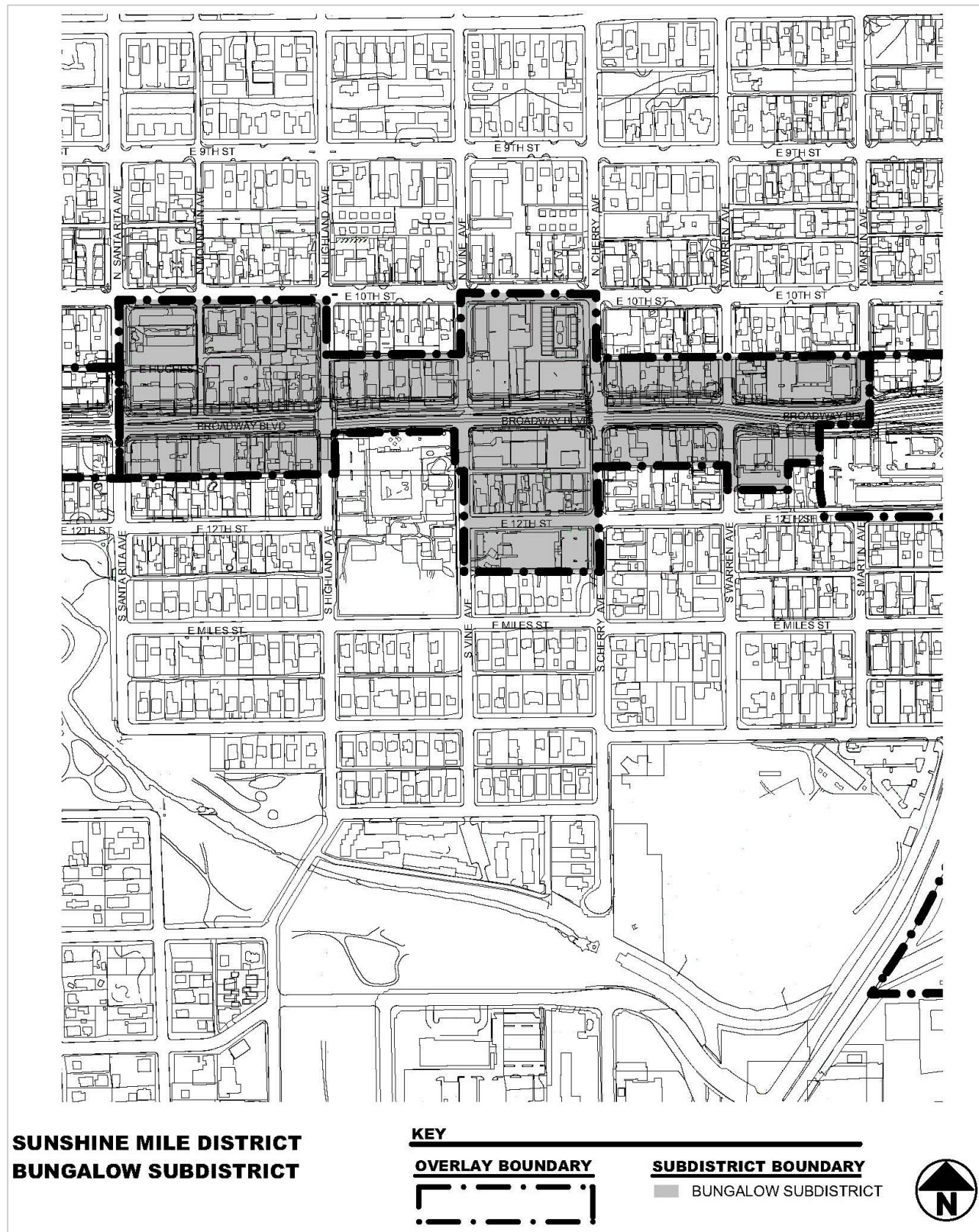
#### b. Additional Excluded Uses

In addition to the land uses excluded in Section III.B.2, the uses listed in the table below shall also be excluded from the Bungalow Subdistrict.

	Bungalow
Residential Use Group	<ul style="list-style-type: none"><li>Group Dwelling</li></ul>



Figure IV.B.1: Bungalow Subdistrict Map



#### 4. Development Standards

##### a. Density

The maximum residential density permitted within the Bungalow Subdistrict is 40 RAC.

##### b. Dimensional Standards

The dimensional standards illustrated in Figures IV.B.4.b(1)-(4) shall apply to all Projects within the Bungalow Subdistrict.

##### c. Additional Development Standards within Bungalow Subdistrict

###### (1) Streets as Public Spaces

Certain streets within the Bungalow Subdistrict, such as Cherry Avenue, are encouraged to be incorporated into the Project(s) to serve as Shared Parking opportunities, Common Space and transition areas.

###### (2) Historic Preservation

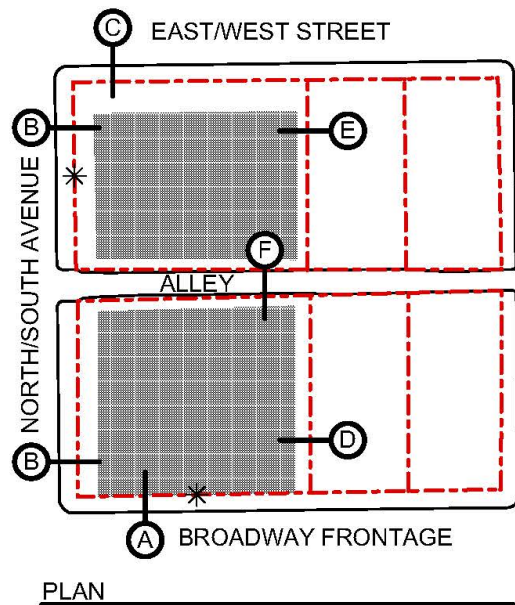
The SMD Zoning Option is not available to any Project within the Bungalow Subdistrict that proposes demolition of an eligible, individually listed or Contributing Property.

###### (3) Architecture

Buildings shall provide windows, window displays, or visible activity on the ground floor for at least seventy-five (75) percent of frontage;



Figure IV.B.4.b(1): Bungalow Subdistrict – Building Placement



BUNGALOW SUBDISTRICT		
BUNGALOW SUBDISTRICT STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
Build-to Line (distance from Property Line) (1)		(1) - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable, 75% of new building frontage must be located at or near the build-to line. (2) - Or prevailing setback
Broadway Frontage	0 Ft. A	
N/S Avenue	20 Ft. B	
E/W Street (2)	30 Ft. C	
Set Back (Distance from Property Line)		
Side Yard	15 Ft. D	
Rear Yard	10 Ft. E	
Alley	10 Ft. F	

KEY

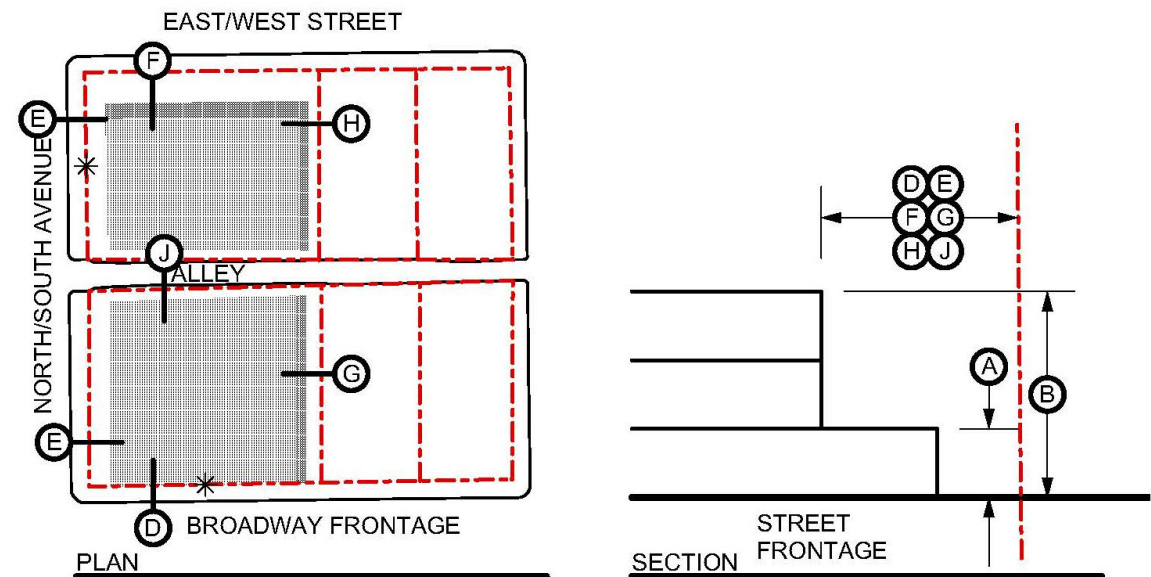
BUILDABLE AREA

PROPERTY LINE

\*

PRIMARY FACADE

Figure IV.B.4.b(2): Bungalow Subdistrict – Building Height



BUNGALOW SUBDISTRICT		
BUNGALOW SUBDISTRICT STANDARDS		
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS
Low-Rise Building Height	1 stories/18 Ft.	A 1 - 0' when adjacent to non-residential use. B 2 - 20' when adjacent to an Affected Residential Property.
Mid-Rise Building Height	3 stories/38 Ft.	
High-Rise Building Height	10 stories/120 Ft. Not Allowed	
Mid-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	0 Ft.	
N/S Avenue	15 Ft.	
E/W Street	25 Ft.	
Side Yard	15 Ft.	
Rear Yard	10 Ft.	
Alley	10 Ft.	

KEY



LOW-RISE BUILDING HEIGHT



MID-RISE BUILDING HEIGHT



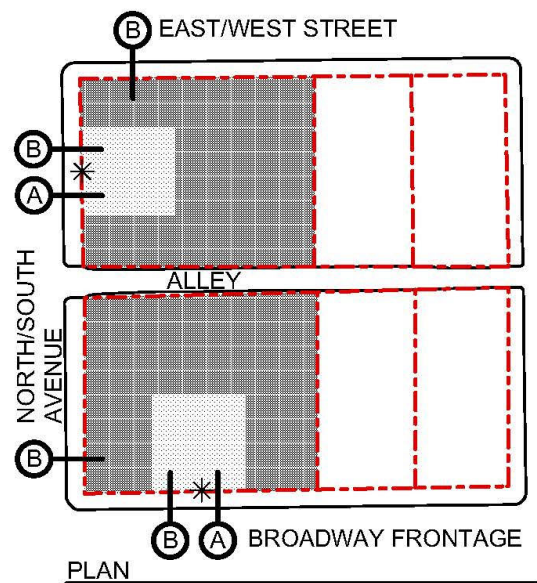
PROPERTY LINE



PRIMARY FACADE



Figure IV.B.4.b(3): Bungalow Subdistrict – Common Space



BUNGALOW SUBDISTRICT	
BUNGALOW SUBDISTRICT STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIREMENTS
<b>Lot Coverage</b>	<b>(1)</b> - Covered by impervious surfaces such as but not limited to buildings, drives, or parking. <b>(2)</b> - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. <b>(3)</b> - Usable Common Space may be any combination of private and Common Space. <b>(4)</b> - Parking may not be counted as Common Space. <b>(5)</b> - Common Space at multi-unit dwelling is 30 sf. ft. per dwelling unit or 30% of lot area, whichever is greater. <b>(6)</b> - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot. <b>(7)</b> - Minimum landscape requirement applies only to Common Space.
Maximum Lot Coverage <b>(1)</b>	
50%	
<b>Common Space</b>	
Common Space at Multi-Unit Dwelling <b>(2,3,4)</b>	
30 sqft/DU <b>(5)</b>	
Common Space at Non-Residential	
Min. 30% Lot area	
Min. Landscaped Area	
60% Common Space <b>(7)</b>	
<b>Pedestrian Access</b>	
Pedestrian Access to Common Space	
Required <b>A</b>	
Main Entrance Location <b>(6)</b>	
Primary or Secondary St. <b>B</b>	

KEY




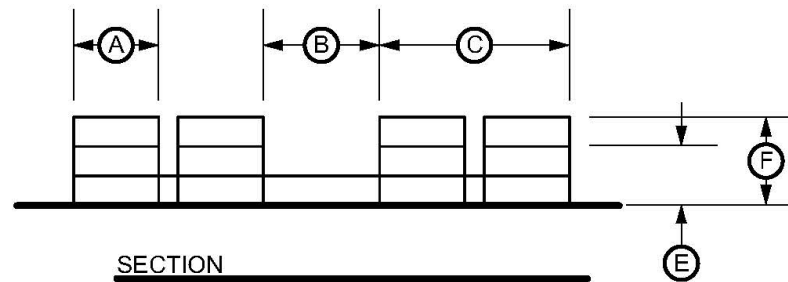
-  BUILDING LIMITS  
 COMMON SPACE  
 PROPERTY LINE \* PRIMARY FACADE



Figure IV.B.4.b(4): Bungalow Subdistrict – Building Massing



BUNGALOW SUBDISTRICT	
BUNGALOW SUBDISTRICT STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<p>(1) - Any building over 35 ft. wide must be broken down to read as a series of buildings no wider than 35 ft. and should include a variety of facades.</p> <p>(2) - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 1 story or 18 ft. in height. On corner lots this requirement applies to one street only.</p> <p>(3) - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 1 story or 18 ft. in height as shown in the figure above.</p>
Minimum unbroken building mass	
<b>View Corridors</b>	
Low-Rise Facade	
Mid-Rise Facade	
High-Rise Facade	
Low-Rise Height	
Mid-Rise Height	
High-Rise Height	

## C. Campbell Subdistrict

### 1. Composition

The Campbell Subdistrict includes the Broadway Boulevard frontage between Martin and Norris Avenues (the Campbell North Subarea). It also encompasses the industrial-zoned properties south of Broadway Boulevard, generally from 13<sup>th</sup> Street to 15<sup>th</sup> Street, between Kino Parkway and Tucson Boulevard, referred to as the Kino South Subarea.

The boundaries are shown on *Figure IV.C.1: Campbell Subdistrict Map*.

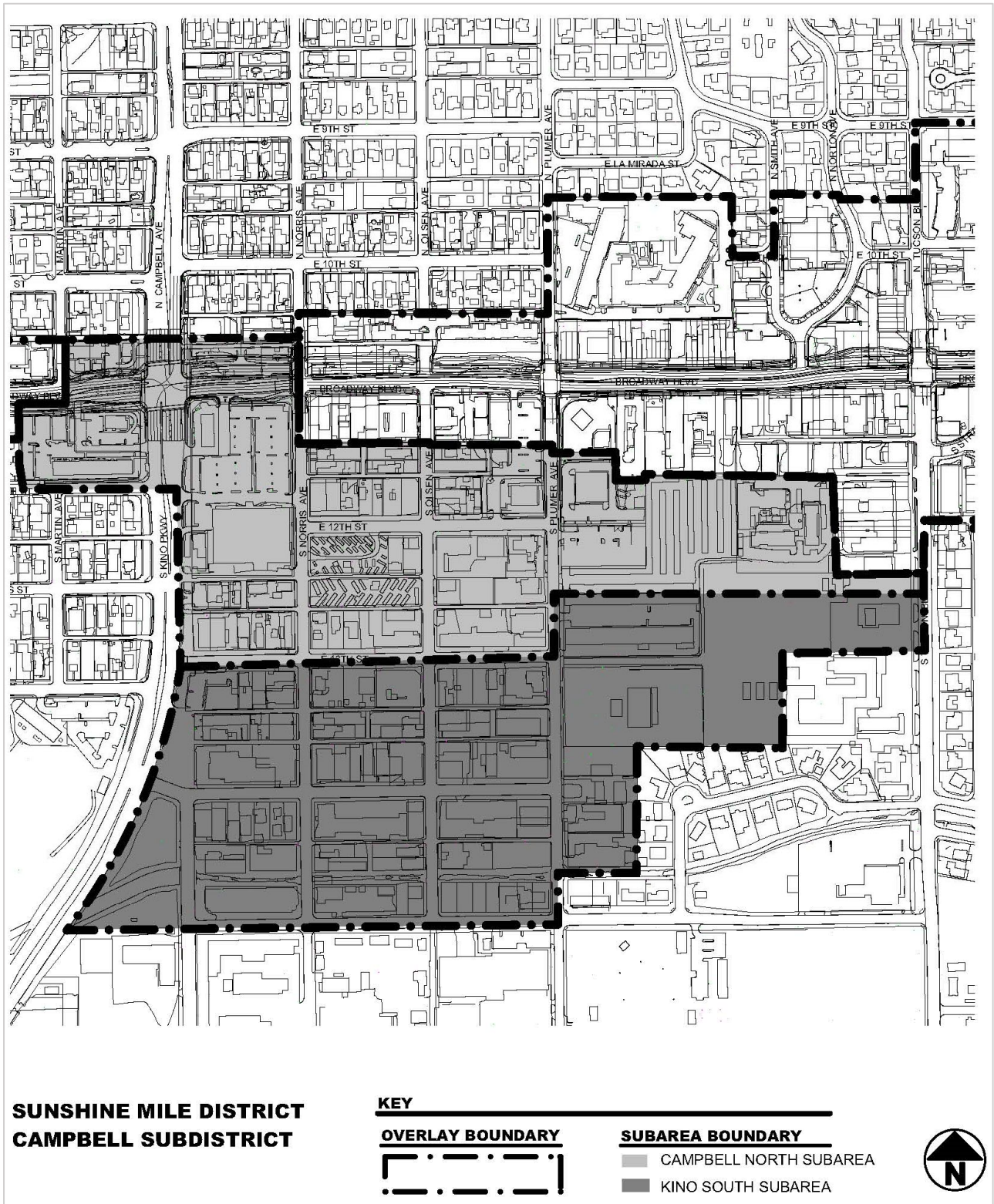
### 2. Character Description

The Campbell North Subarea presents an opportunity to infill many vacant lots and adapt many of its buildings to new uses. Located at the center of the SMD, the Campbell North Subarea is a prime location for Transit-Oriented Development, including mobility hubs and high-density residential and commercial development. Like the Gateway South Subarea, the Campbell North Subarea provides opportunities for Mixed-Use Development featuring industrial and/or commercial spaces with residential components not currently permitted utilizing the underlying industrial zoning. Light industrial uses, such as artisan, craftwork and “makerspaces”, are encouraged along with high-density residential uses to provide the concentration of people to support the commercial uses along the Sunshine Mile and increased security for the neighborhood with more “eyes on the street” around the clock.

The Kino South Subarea, located in the Arroyo Chico Neighborhood, includes many existing industrial properties that present creative Adaptive Reuse opportunities. While promoting the industrial uses permitted in the underlying zoning, complementary uses, including retail, bars and restaurants, will be allowed to create a more dynamic mix of street-level activity. This mix of uses will also complement the higher residential density in the Campbell North Subarea.



Figure IV.C.1: Campbell Subdistrict Map



### 3. Land Uses

#### a. Additional Permitted Uses

##### (1) Campbell North Subarea

In addition to the land uses permitted in all SMD Subdistricts (Section III.B.1), the uses listed in the table below shall also be permitted in the Campbell North Subarea of the Campbell Subdistrict.

	Campbell North Subarea
Commercial Services Use Group	<ul style="list-style-type: none"><li>• Commercial Recreation</li></ul>

##### (2) Kino South Subarea

In addition to the land uses permitted in all SMD Subdistricts (Section III.B.1), the uses listed in the table below shall also be permitted in the Kino South Subarea of the Campbell Subdistrict.

	Kino South Subarea
Agricultural Use Group	<ul style="list-style-type: none"><li>• Community Garden</li><li>• Urban Farm</li></ul>
Commercial Services Use Group	<ul style="list-style-type: none"><li>• Animal Service<ul style="list-style-type: none"><li>◦ Outdoor activities are permitted as long as they are conducted a minimum of 200 feet from any Affected Residential Property.</li></ul></li><li>• Automotive – Minor, Service &amp; Repair</li><li>• Buildings &amp; Ground Maintenance</li><li>• Commercial Recreation</li><li>• Construction Service</li><li>• Funeral Service</li><li>• Medical Service – Extended Healthcare</li><li>• Transportation Service – Land Carrier</li></ul>
Industrial Use Group	<ul style="list-style-type: none"><li>• Craftwork</li><li>• General Manufacturing</li><li>• Motion Picture Industry</li><li>• Precision Manufacturing</li><li>• Processing &amp; Cleaning</li></ul>

	<ul style="list-style-type: none"> <li>• Salvaging &amp; Recycling <ul style="list-style-type: none"> <li>◦ All activities and storage shall occur within an enclosed building.</li> <li>◦ Junkyards, salvaging of motorized vehicles, such as cars, trucks, airplanes and similar vehicles; salvaging of hazardous materials; and landfills are not permitted.</li> </ul> </li> </ul>
Residential Use Group	<ul style="list-style-type: none"> <li>• Group Dwelling</li> </ul>
Retail Use Group	<ul style="list-style-type: none"> <li>• Construction Material Sales</li> </ul>
Storage Use Group	<ul style="list-style-type: none"> <li>• Commercial Storage</li> <li>• Personal Storage</li> </ul>
Wholesaling Use Group	<ul style="list-style-type: none"> <li>• Business Supply &amp; Equipment Wholesaling</li> <li>• Food &amp; Beverage Wholesaling</li> </ul>

#### 4. Development Standards

##### a. Campbell North Subarea Standards

###### (1) Density

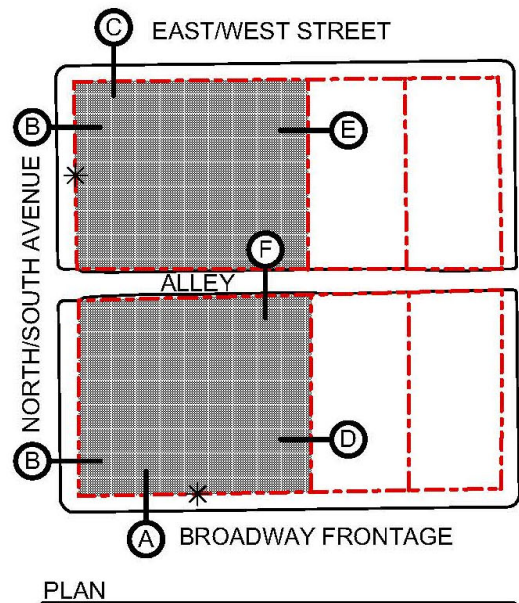
The maximum residential density permitted within the Campbell North Subarea is 90 RAC.

###### (2) Dimensional Standards

The dimensional standards illustrated in Figures IV.C.4.a(2)(a)-(d) shall apply to all Projects within the Campbell North Subarea.



Figure IV.C.4.a(2)(a): Campbell North Subarea – Building Placement



CAMPBELL SUBDISTRICT		
CAMPBELL NORTH SUBAREA STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
<b>Build-to Line (distance from Property Line) (1)</b>		(1) - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable 75% of new building frontage must be located at or near the build-to line.
Broadway Frontage	0 Ft. <b>A</b>	
N/S Avenue	0 Ft. <b>B</b>	
E/W Street (2)	0 Ft. <b>C</b>	
<b>Set Back (Distance from Property Line)</b>		(2) - Adjacent to affected residential property, comply with prevailing setback. (3) - 20' when adjacent to an Affected Residential Property.
Side Yard (3)	0 Ft. <b>D</b>	
Rear Yard	0 Ft. <b>E</b>	
Alley	0 Ft. <b>F</b>	

KEY

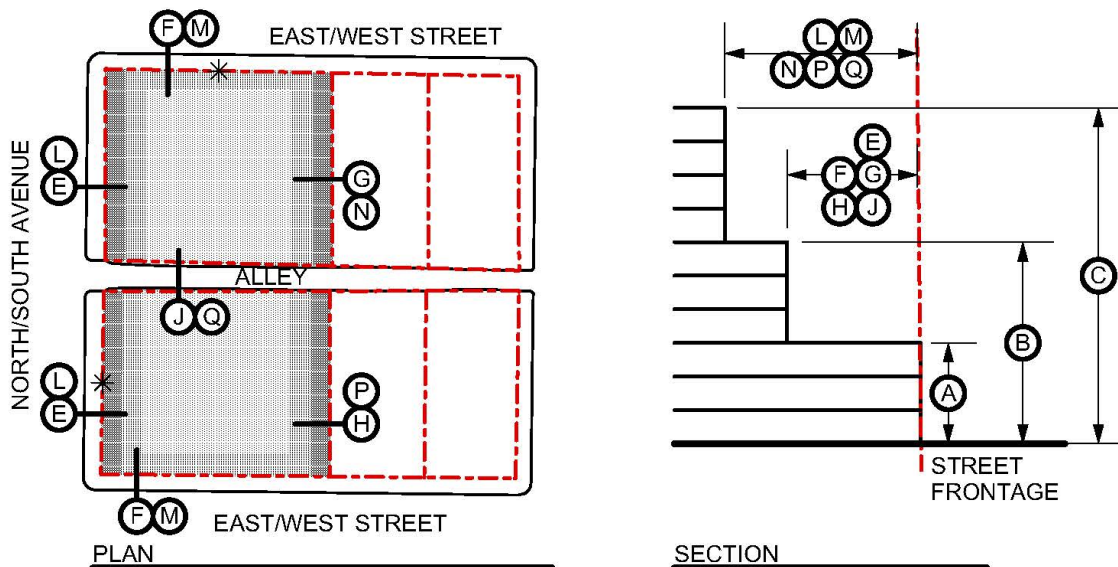
BUILDABLE AREA

PROPERTY LINE

\*

PRIMARY FACADE

Figure IV.C.4.a(2)(b): Campbell North Subarea – Building Height



CAMPBELL SUBDISTRICT		
CAMPBELL NORTH SUBAREA STANDARDS		
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS
Low-Rise Building Height	3 stories/38 Ft.	A (1) - 0' when adjacent to non-residential use
Mid-Rise Building Height	6 stories/75 Ft.	
High-Rise Building Height	12 stories/144 Ft.	
Mid-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	N/A	
N/S Avenue (1)	20 Ft.	
E/W Street	0 Ft.	
Side Yard (1)	20 Ft.	
Rear Yard (1)	20 Ft.	
Alley	0 Ft.	
High-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	N/A	
N/S Avenue (1)	30 Ft.	
E/W Street	20 Ft.	
Side Yard (1)	40 Ft.	
Rear Yard (1)	40 Ft.	
Alley		

KEY




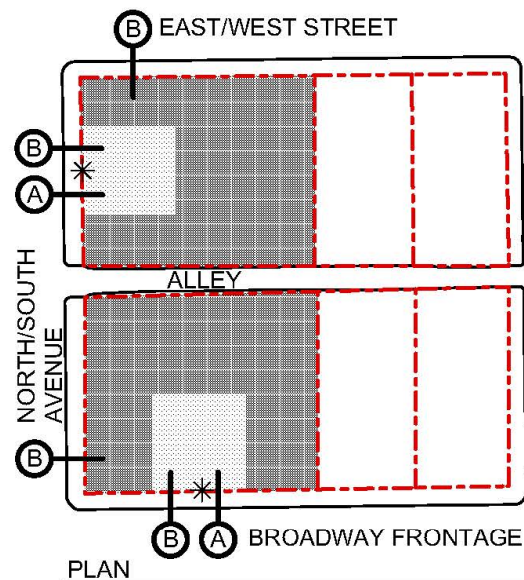
-  LOW-RISE BUILDING HEIGHT
-  MID-RISE BUILDING HEIGHT
-  PROPERTY LINE \* PRIMARY FACADE



Figure IV.C.4.a(2)(c): Campbell North Subarea – Common Space



CAMPBELL SUBDISTRICT	
CAMPBELL NORTH SUBAREA STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIREMENTS
<b>Lot Coverage</b>	<p>(1) - Covered by impervious surfaces such as but not limited to buildings, drives, or parking.</p> <p>(2) - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. (3) - Usable Common Space may be any combination of private and Common Space.</p> <p>(4) - Parking may not be counted as Common Space.</p> <p>(5) - Common Space at multi-unit dwelling is 20 sf. ft. per dwelling unit or 20% of lot area, whichever is greater.</p> <p>(6) - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot.</p> <p>(7) - Minimum landscape requirement applies only to Common Space.</p>
Maximum Lot Coverage (1)	
<b>Common Space</b>	
Common Space at Multi-Unit Dwelling (2,3,4)	
Common Space at Non-Residential	
Min. Landscaped Area	
<b>Pedestrian Access</b>	<p>Required A</p> <p>Primary or Secondary St. B</p>
Pedestrian Access to Common Space	
Main Entrance Location (6)	

KEY



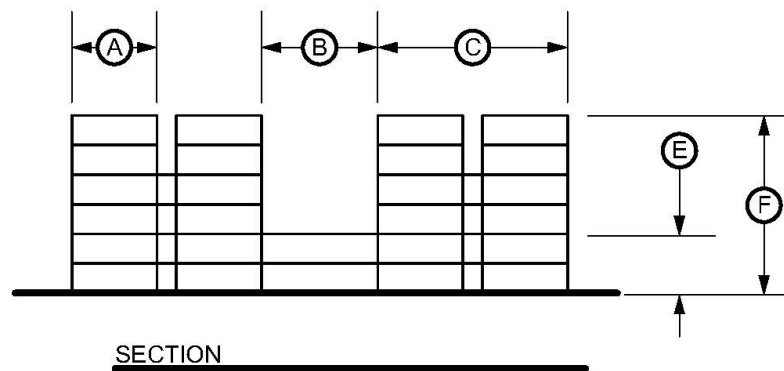
-  BUILDING LIMITS  
 COMMON SPACE  
 PROPERTY LINE \* PRIMARY FACADE



Figure IV.C.4.a(2)(d): Campbell North Subarea – Building Massing



CAMPBELL SUBDISTRICT	
CAMPBELL NORTH SUBAREA STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<p>(1) - Any building over 50 ft. wide must be broken down to read as a series of buildings no wider than 50 ft. and should include a variety of facades.</p> <p>(2) - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 2 stories or 25 ft. in height. On corner lots this requirement applies to one street only.</p> <p>(3) - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 2 stories or 25 ft. in height as shown in the figure above.</p>
Minimum unbroken building mass 50 Ft. Max <b>A</b>	
<b>View Corridors</b>	
Low-Rise Facade 25% of Facade Min. <b>B</b>	
Mid-Rise Facade 150 Linear Ft. Unbroken Max <b>C</b>	
High-Rise Facade Not allowed <b>D</b>	
Low-Rise Height 25 Ft. Max or 2 stories <b>E</b>	
Mid-Rise Height 75 Ft. Max or 6 stories <b>F</b>	
High-Rise Height Not allowed <b>G</b>	

b. Kino South Subarea Standards

The dimensional standards illustrated in Figures IV.C.4.b(2)(a)-(d) shall apply to all Projects within the Kino South Subarea.

c. Additional Development Standards within the Campbell Subdistrict

(1) Transitions

The following standards are established to enhance and protect the existing neighborhood, as well as mitigate potential negative impacts on existing single-family residential uses adjacent to the Campbell Subdistrict.

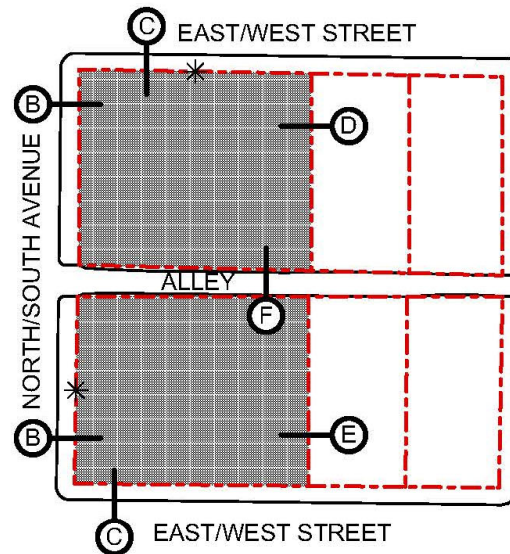
- (a) Buffers and/or screening shall be provided between the Project and an Affected Residential Property and may include features such as landscaping, walls, architectural features, artwork or other enhancements (or combination of enhancements).
- (b) All loading and unloading areas, docks and platforms in connection with, and accessory to, an industrial use shall be entirely enclosed on all sides by a building or solid wall six (6) feet in height. Such loading and unloading areas, docks and platforms shall be located as far from an Affected Residential Property as is reasonably possible.

(2) Architecture

- (a) Buildings shall provide windows, window displays, or visible activity on the ground floor for at least fifty (50) percent of frontage;
- (b) A single plane of façade shall be no longer than fifty (50) feet without architectural detail;



Figure IV.C.4.b(2)(a): Kino South Subarea – Building Placement



CAMPBELL SUBDISTRICT		
KINO SOUTH SUBAREA STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
Build-to Line (distance from Property Line) (1)		(1) - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable 75% of new building frontage must be located at or near the build-to line.
Broadway Frontage	N/A A	
N/S Avenue	0 Ft. B	
E/W Street	0 Ft. C	
Set Back (Distance from Property Line)		
Side Yard	0 Ft. D	
Rear Yard	0 Ft. E	
Alley	0 Ft. F	

KEY



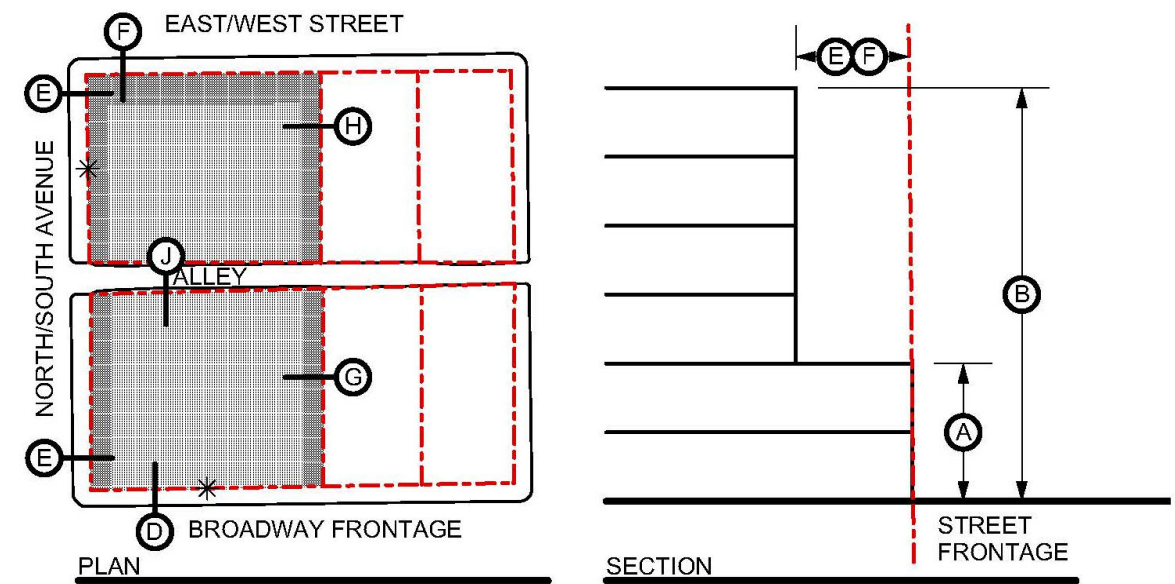
BUILDABLE AREA \*



PROPERTY LINE



Figure IV.C.4.b(2)(b): Kino South Subarea – Building Height



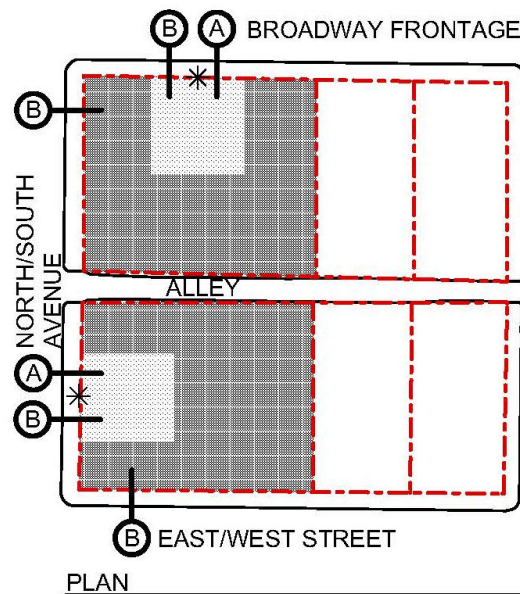
CAMPBELL SUBDISTRICT			
KINO SOUTH SUBAREA STANDARDS			
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS	
Low-Rise Building Height	2 stories/25 Ft.	<b>A</b>	(1) - 0' when adjacent to non-residential use.
Mid-Rise Building Height	6 stories/75 Ft.	<b>B</b>	(2) - 30' when adjacent to an affected residential property.
High-Rise Building Height	14 stories/175 Ft.	Not Allowed	<b>C</b>
Mid-Rise Building Height Set Back (Distance from Property Line)			
Broadway Frontage	0 Ft.	<b>D</b>	
N/S Avenue	(1)	20 Ft.	<b>E</b>
E/W Street	(2)	20 Ft.	<b>F</b>
Side Yard	(1)	20 Ft.	<b>G</b>
Rear Yard	(1)	20 Ft.	<b>H</b>
Alley		0 Ft.	<b>J</b>

KEY

- LOW-RISE BUILDING HEIGHT
- MID-RISE BUILDING HEIGHT
- PROPERTY LINE
- \* PRIMARY FACADE



Figure IV.C.4.b(2)(c): Kino South Subarea – Common Space



CAMPBELL AVE SUBDISTRICT	
KINO SOUTH SUBAREA STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIRMENTS
<b>Lot Coverage</b>	<b>(1)</b> - Covered by impervious surfaces such as but not limited to buildings, drives, or parking. <b>(2)</b> - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. <b>(3)</b> - Usable Common Space may be any combination of private and Common Space. <b>(4)</b> - Parking may not be counted as Common Space. <b>(5)</b> - Common Space at multi-dwelling is 20 sf. ft. per dwelling unit or 20% of lot area, whichever is greater. <b>(6)</b> - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot. <b>(7)</b> - Minimum landscape requirement applies only to Common Space.
Maximum Lot Coverage <b>(1)</b>	
100%	
<b>Common Space</b>	
Common Space at Multi-Unit Dwelling <b>(2,3,4)</b>	
20 sqft/DU <b>(5)</b>	
Common Space at Non-Residential	
Min. 20% Lot area	
Min. Landscaped Area	
40% Common Space <b>(7)</b>	
<b>Pedestrian Access</b>	
Pedestrian Access to Common Space	
Required <b>A</b>	
Main Entrance Location <b>(6)</b>	
Primary or Secondary St. <b>B</b>	

**KEY**



BUILDING LIMITS



COMMON SPACE

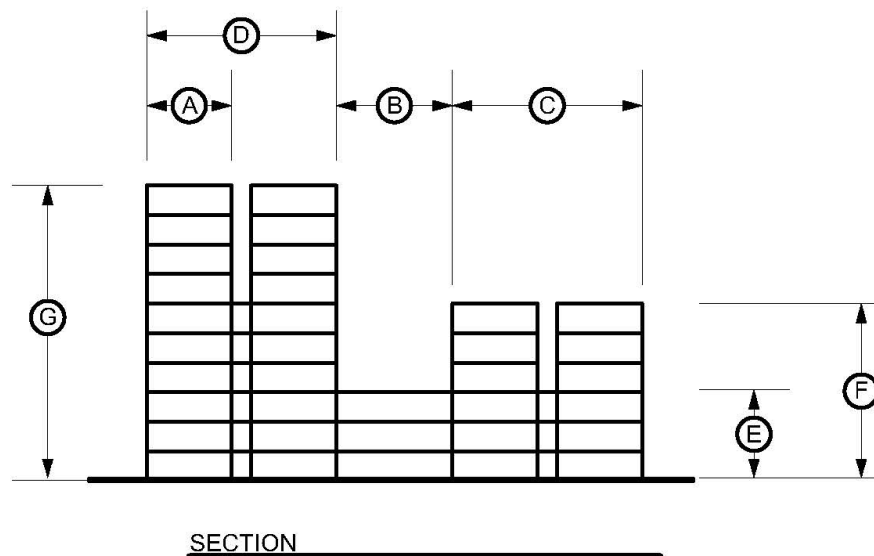


PROPERTY LINE \* PRIMARY FACADE





Figure IV.C.4.b(2)(d): Kino South Subarea – Building Massing



CAMPBELL SUBDISTRICT	
KINO SOUTH SUBAREA STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<p>(1) - Any building over 50 ft. wide must be broken down to read as a series of buildings no wider than 50 ft. and should include a variety of facades.</p> <p>(2) - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 3 stories or 38 ft. in height. On corner lots this requirement applies to one street only.</p> <p>(3) - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 3 stories or 38 ft. in height as shown in the Figure above.</p> <p>(4) - High-rise facades of more than 100 continuous linear feet must be broken by a mid-rise facade not to exceed 6 stories or 75 ft. in height as shown in the figure above.</p>
Minimum unbroken building mass	
50 Ft. Max	
<b>View Corridors</b>	
Low-Rise Facade	
25% of Facade Min.	
Mid-Rise Facade	
150 Linear Ft. Unbroken Max	
High-Rise Facade	
100 Linear Ft. Unbroken Max	
Low-Rise Height	
38 Ft. Max or 3 stories	
Mid-Rise Height	
75 Ft. Max or 6 stories	
High-Rise Height	
144 Ft. Max or 12 stories	

## D. Mid-Century Subdistrict

### 1. Composition

The Mid-Century Subdistrict includes the properties fronting on Broadway Boulevard between Norris Avenue and Country Club Road. The Mid-Century Subdistrict boundaries have been drawn to also encompass additional properties with higher-intensity underlying zoning (i.e. R-2, R-3, O-3, C-1 and C-2) surrounding Tucson Boulevard. (See *Figure IV.D.1.: Mid-Century Subdistrict Map.*)

### 2. Character Description

The Mid-Century Subdistrict is characterized by its distinctive architectural features and commercial development pattern, including Broadway Village and the Chase Bank building, which anchor the eastern end of the SMD at Country Club Road. Adaptive Reuse of its unique mid-century buildings—which often feature narrow storefronts with smaller footprints that lend themselves to local businesses and incubator spaces—is strongly encouraged.

### 3. Land Uses

#### a. Additional Permitted Uses

In addition to the land uses permitted in Section III.B.1, the uses listed in the table below shall also be permitted in the Mid-Century Subdistrict.

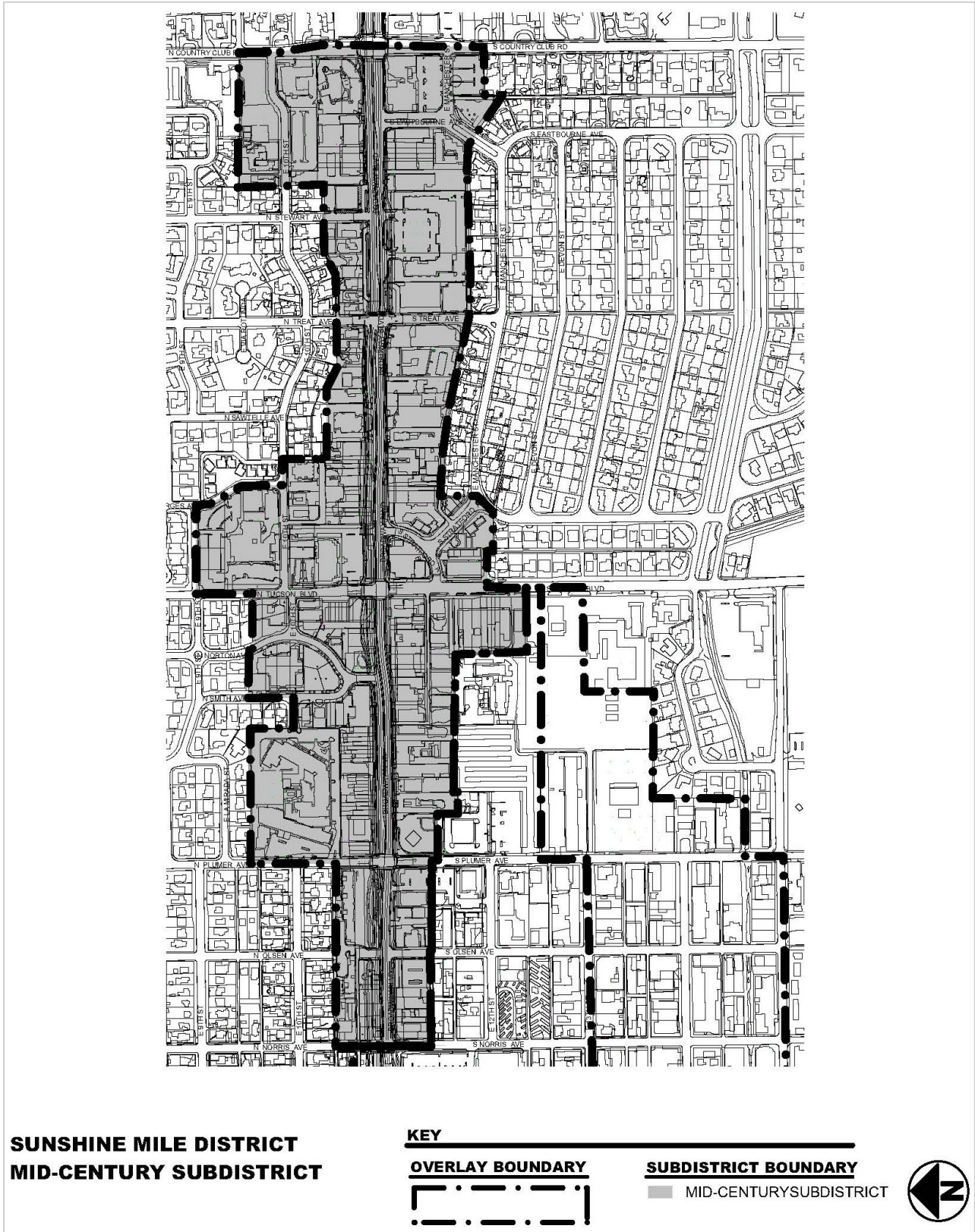
	Mid-Century
Industrial Use Group	<ul style="list-style-type: none"><li>• Craftwork<ul style="list-style-type: none"><li>◦ All products manufactured on site shall be sold at retail within the Project.</li></ul></li></ul>

#### b. Additional Excluded Uses

In addition to the land uses excluded in Section III.B.2, the uses listed in the table below shall also be excluded from the Mid-Century Subdistrict.

	Mid-Century
Residential Services Use Group	<ul style="list-style-type: none"><li>• Group Dwelling</li></ul>

Figure IV.D.1: Mid-Century Subdistrict Map



#### 4. Development Standards

##### a. Density

The maximum residential density permitted within the Mid-Century Subdistrict is 40 RAC.

##### b. Dimensional Standards

The dimensional standards illustrated in Figures IV.D.4.b(1)-(4) shall apply to all Projects within the Mid-Century Subdistrict.

##### c. Additional Development Standards within the Mid-Century Subdistrict

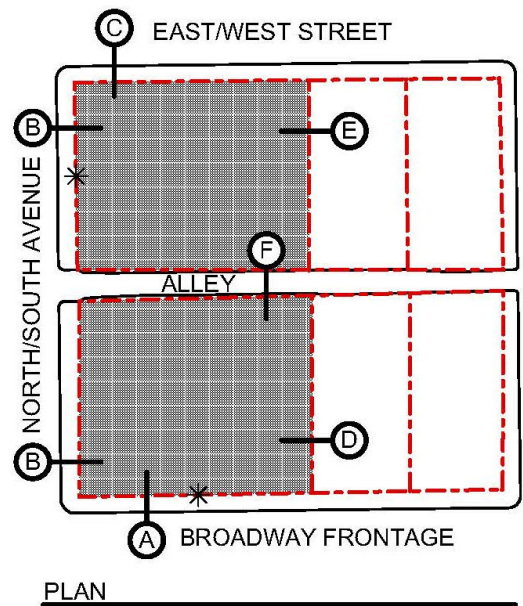
###### (1) Historic Preservation

The SMD Zoning Option is not available to any Project within the Mid-Century Subdistrict that proposes demolition of a Contributing Property.

###### (2) Architecture

Buildings shall provide windows, window displays, or visible activity on the ground floor for at least seventy-five (75) percent of frontage.

Figure IV.D.4.b(1): Mid-Century Subdistrict – Building Placement



MID-CENTURY SUBDISTRICT		
MID-CENTURY SUBDISTRICT STANDARDS		
BUILDING PLACEMENT STANDARDS		SPECIFIC REQUIREMENTS
Build-to Line (Distance from Property Line) (1)		(1) - Build-to line is defined as the line at which construction of a building facade is to occur on a lot. A build-to line runs parallel to, and is measured from, street front property lines and is established to create an even building facade line on a street. Build-to line applies to street frontage only (both primary and secondary streets at corner lots) and only applies when new building footprint exceeds 25% of the site area. Where applicable 75% of new building frontage must be located at or near the build-to line. (2) - Adjacent to Affected Residential Property, comply with prevailing setback. (3) - 20' when adjacent to an Affected Residential Property.
Broadway Frontage	0 Ft. A	
N/S Avenue	0 Ft. B	
E/W Street (2)	0 Ft. C	
Set Back (Distance from Property Line)		
Side Yard (3)	0 Ft. D	
Rear Yard	0 Ft. E	
Alley	0 Ft. F	

KEY

BUILDABLE AREA

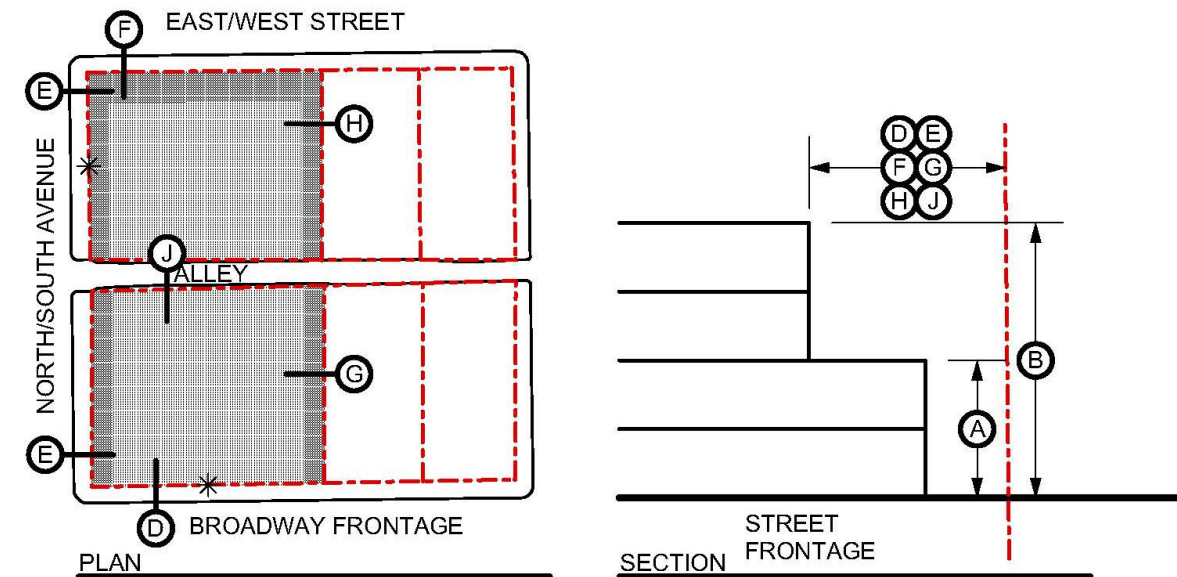
PROPERTY LINE

\*

PRIMARY FACADE



Figure IV.D.4.b(2): Mid-Century Subdistrict – Building Height



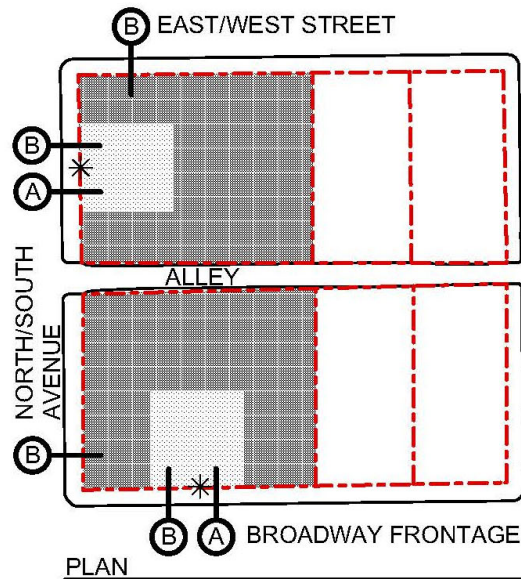
MID-CENTURY SUBDISTRICT		
MID-CENTURY SUBDISTRICT STANDARDS		
BUILDING HEIGHT STANDARDS		SPECIFIC REQUIREMENTS
Low-Rise Building Height	1 stories/18 Ft.	<b>A</b> (1) - 0' when adjacent to non-residential use. <b>B</b> (2) - 30' when adjacent to an Affected Residential Property.
Mid-Rise Building Height	4 stories/52 Ft.	
High-Rise Building Height	10 stories/120 Ft. Not Allowed	
Mid-Rise Building Height Set Back (Distance from Property Line)		
Broadway Frontage	0 Ft.	
N/S Avenue	(1) 20 Ft.	
E/W Street	(2) 20 Ft.	
Side Yard	(1) 20 Ft.	
Rear Yard	(1) 20 Ft.	
Alley	0 Ft.	

KEY

- LOW-RISE BUILDING HEIGHT
- MID-RISE BUILDING HEIGHT
- PROPERTY LINE \* PRIMARY FACADE



Figure IV.D.4.b(3): Mid-Century Subdistrict – Common Space



MID-CENTURY SUBDISTRICT	
MID-CENTURY SUBDISTRICT STANDARDS	
COMMON SPACE STANDARDS	SPECIFIC REQUIREMENTS
<b>Lot Coverage</b>	<b>(1)</b> - Covered by impervious surfaces such as but not limited to buildings, drives, or parking. <b>(2)</b> - Usable Common Space does not need to be located on the ground - green roof or terrace is acceptable. <b>(3)</b> - Usable Common Space may be any combination of private and Common Space. <b>(4)</b> - Parking may not be counted as Common Space. <b>(5)</b> - Common Space at multi-dwelling is 20 sf. ft. per dwelling unit or 20% of lot area, whichever is greater. <b>(6)</b> - Main entrance location shall be directly accessed from a sidewalk along a street rather than from a parking lot. <b>(7)</b> - Minimum landscape requirement applies only to Common Space.
Maximum Lot Coverage <b>(1)</b>	
100%	
<b>Common Space</b>	
Common Space at Multi-Unit Dwelling <b>(2,3,4)</b>	
20 sqft/DU <b>(5)</b>	
Common Space at Non-Residential	
Min. Landscaped Area	
Min. 20% Lot area	
40% Common Space <b>(7)</b>	
<b>Pedestrian Access</b>	
Pedestrian Access to Common Space	
Required <b>A</b>	
Main Entrance Location <b>(6)</b>	
Primary or Secondary St. <b>B</b>	

KEY




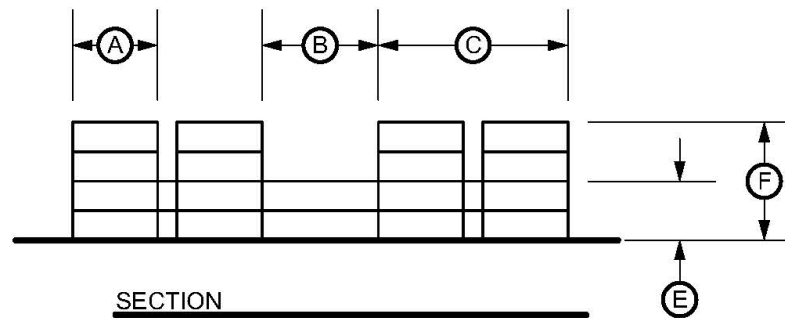
-  BUILDING LIMITS
-  COMMON SPACE
-  PROPERTY LINE \* PRIMARY FACADE





Figure IV.D.4.b(4): Mid-Century Subdistrict – Building Massing



MID-CENTURY SUBDISTRICT	
MID-CENTURY SUBDISTRICT STANDARDS	
BUILDING MASSING STANDARDS	SPECIFIC REQUIREMENTS
<b>Articulation</b>	<p>(1) - Any building over 35 ft. wide must be broken down to read as a series of buildings no wider than 35 ft. and should include a variety of facades.</p> <p>(2) - 25% of the facade must be set aside as low-rise, and the low-rise facade may not exceed 2 stories or 25 ft. in height. On corner lots this requirement applies to one street only.</p> <p>(3) - Mid-rise facades of more than 150 continuous linear feet must be broken by a low-rise facade not to exceed 2 stories or 25 ft. in height as shown in the figure above.</p>
Minimum unbroken building mass	
<b>View Corridors</b>	
Low-Rise Facade	
Mid-Rise Facade	
High-Rise Facade	
Low-Rise Height	
Mid-Rise Height	
High-Rise Height	