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BROADWAY VOLVO PLANNED AREA DEVELOPMENT (PAD) ZONE PROPOSED REVISIONS Design Standards, Transit-Oriented Development, Pedestrian-Oriented Development

Part 3. PLANNED AREA DEVELOPMENT ZONE

C. Building Height

Exhibit . *Conceptual PAD Zone Plan* provides a conceptual plan for building heights and massing, as well as locations for a Monument treatment, streetscape, and an alleyway treatment that can support potential pedestrian, commercial, and ground-level activities. Exhibit . *Extended PAD Rezoning Area as a Result of Future Broadway Roadway Improvements* illustrates the future roadway improvements that will be made to Broadway Boulevard. Highlighted is the new future Right-of-Way, which the PAD Zone extends to.

- Broadway Boulevard Frontage – 5-6 stories (75 feet).
- Park Avenue Frontage – 5-6 stories (75 feet). From the property line within 20 feet the building height shall not exceed two stories (30 feet).
- 12th Street Frontage – 5-6 stories (75 feet). From the property line within 20 feet the building height shall not exceed two stories (30 feet).

Mechanical equipment installed shall not exceed height maximums and shall be screened from view from all four sides of the site.

Exhibit 1. Conceptual PAD Zone Plan



Conceptual PAD Zone

- Monument Area
- Building Massing Stepback from property line for 20 ft into property, building height is capped at 30 ft tall
- Building Height = up to 75 ft
- Streetscape

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Exhibit 2. Extended PAD Rezoning Area as a Result of Future Broadway Roadway Improvements



- | | | |
|---|--|---|
|  Existing Right of Way /
Extended PAD Rezoning Area |  New Street/Path |  New Median / Path Curb |
|  New Sidewalk / Concrete |  Bike HAWK / Crosswalk |  New Curb |
|  Driveway into Parking Lot |  Current Street Centerlines |  Future Striping |



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D. Airport Overlay / Avigation Easement.

According to the FAA Notice Criteria Tool, this PAD is located in proximity to a navigation facility and could impact navigation signal reception.

The applicant shall file Form 7460 with the FAA at least 45 days before construction activities begin within the PAD. Any cranes used which are used must also be identified with Form 7460. Please file Form 7460 at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

That prior to the City's approval of any construction permit for a permanent building, the property owner shall record the Avigation Easement, for the entire area contained within the boundary of this PAD, which discloses the existence, and operational characteristics of the Tucson International Airport to future owners or tenants of the property and further conveys the right to the public to lawfully use the airspace above the property. The content of such documents shall be according to the form and instructions provided.

The current property owner or person authorized to sign on behalf of the current property owner shall complete, sign, and record the Avigation Easement. Please record the Avigation Easement with the Pima County Recorder's Office. Once the Avigation Easement is recorded please send a copy of the recorded easement to the Tucson Airport Authority by either email (send to srobidoux@flytucson.com).

E. Building Design Standards – Transit- and Pedestrian-Oriented

New development and uses shall be transit- and pedestrian-oriented, and shall comply with all of the following standards:

First Floor Uses. Uses, such as Commercial Services or Retail Trade uses that encourage street level, are preferred on the first floor of a structure or multi-story building.

Scale-defining Architectural Elements. All new construction shall provide scale-defining architectural elements or details at the first two floor levels, such as windows, spandrels, awnings, porticos, cornices, pilasters, and columns.

First Floor Permeability. Every commercial use shall provide windows, window displays, or visible activity within and adjacent to the building at the ground level, with a minimum of 50% of the building frontage providing such features.

Architectural Relief. A single plane of a façade at the street level may not be longer than 50 feet without architectural relief or articulation by features such as windows, trellises, and arcades.

Pedestrian-Scaled Lighting. Building facades design shall include pedestrian-scaled, down-shielded, and glare controlled exterior building and window lighting.



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Front Doors. The front doors shall be visible or identifiable from the street and visually highlighted by graphics, lighting, canopies, or similar features.

F. Building Articulation

Articulate building facades at entrances and between retail spaces to create areas of exterior patio and engagement.

Public art that is integrated into the design scheme is encouraged. Art must be designed and manufactured locally (e.g. sculpture art).

G. Doors

Doors at primary pedestrian entrances must be shaded or protected from the weather.

Doors must be clearly identifiable.

Doors must be safe, secure, and universally accessible.

Storefronts shall provide canopies or awnings for shade and color and material variation. Canopies may be used as a design element and may incorporate signage.

Storefronts shall be integrated with the sidewalk design and treatment.

Each building shall have a clearly identifiable "front door" area facing each major street fronting the facade.

Residential Units that have individual access from the street level shall have a residentially-scaled, street-oriented entry for each unit. The entry shall be demarcated by an awning, stoop, or recess.

H. Windows and Glazing

Glazing shall be low-e and shall allow a visual connection through either side of the window.

Glass on street-facing doors and windows shall be clear or lightly tinted, allowing views into and out of the building's interior. Mirrored, dark tinted, opaque or glass block are not permitted.

Shading of windows and pedestrian walkways through the use of canopies or other architectural features is strongly encouraged.

Window size, proportion and pattern should relate to unit types and room layouts, and should be used to reinforce organized patterns of scale and variety within the building facade.

Mixed-use developments shall utilize a variety of ratios of clear to opaque surfaces (i.e., glass to wall) to reflect the different uses within the building. In general, residential uses should have less glass-to-wall and commercial uses greater glass-to-wall.



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I. Building Facades

The street-facing building facade at the base shall include at least two of the following elements:

- Artwork (e.g. public mural, or custom-designed panel) by a local, Pima County artist.
- Small retail space (minimum 50 square foot GFA newspaper stand, coffee cart, kiosk, etc.; not vending machines or outdoor merchandise display).
- Outdoor dining or gathering patio, delineated by a low wall, low fence, planters, slight change in elevation, or other buffer devices.
- Distinctive architectural lighting element.
- Shade structure.
- Changes to building plane such as indentations, textures, or accent materials.
- Windows that provide a minimum of 75% of visible light to be visible on each side of the window.
- Window displays or visible activity on the ground floor.

J. Building Materials and Colors

Building materials should be chosen for their tactile effects and used in a contrasting manner: e.g., rough surfaces against smooth, vertical patterns against horizontal, etc.

Building materials should be chosen for integral colors and their visual and physical permanence in the Sonoran Desert.

Building materials should be selected with the idea of localizing the architectural effect and ambiance in a method coherent with the neighborhood.

Facades facing public streets or open spaces shall be constructed of high quality materials including the following:

- Masonry, such as brick, stone, architectural pre-cast concrete, cast stone, prefabricated brick panels, and concrete masonry units.
- Architectural metals, such as metal panel systems, metal sheets with expressed seams, metal-framing systems, or cut, stamped or cast, ornamental metal panels.
- Glass and/or glass block.
- Modular panels, such as cement board systems, EIFS, and stucco, provided that EIFS and stucco shall be limited to less than 25% of the total building facade at the base of the buildings facing public streets.

Building materials used at the lower floors adjacent to the street frontage should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.

Combinations of materials should reinforce architectural scaling requirements.



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Accent colors should be used consistently throughout the building: in signage, architectural features, lighting, window frames, doors and accent walls.

Colors and materials that reflect glare should not be used in large quantities.

K. Shade

Shade shall be provided for at least 50% of all sidewalks and pedestrian access paths as measured at 2:00pm on June 21 when the sun is 82 degrees above the horizon.

Incorporating shade for 70% or more of site features such as parking areas, pedestrian, areas, and bicycle parking facilities shall count towards the items required from the *Environmentally Conscious Design Practices* listed in **Section 5**.

Shade shall be provided by trees, arcades, canopies, or shade structures, provided their location and design characteristics are compatible with the architectural integrity of the building.

The use of plantings and shade structures in the City's right of way is permitted to meet this standard with the approval of the Tucson Department of Transportation (TDOT).

The shade provided by a building may serve to meet this standard.

~~**Exception.** The Tucson Planning and Development Services Department (PDSD) Director may approve for less than 50% shade where compliance is not feasible due the project site's location and or building orientation and the applicant has made a reasonable attempt to comply with this standard.~~

L. Parking [See Text Option 5]

M. Sidewalks / Pedestrian Access / Pedestrian Pass-throughs

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. Sidewalk width shall meet TDOT standards of 6-foot wide and be ADA-compliant, with at least 3-foot off-set from the curb.

Outdoor seating and dining areas and landscaping may be located in the sidewalk area where safe and effective sidewalk width around the design feature can be provided.

All pedestrian access shall conform to the accessibility standards of the City of Tucson's Building Codes.

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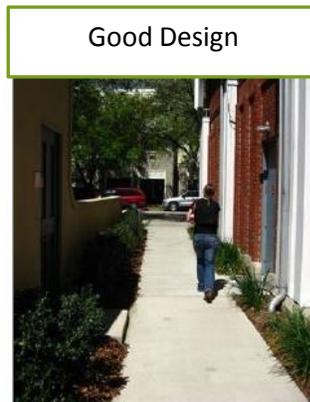
Alternative pedestrian access that creates connectivity between public entrances to the project and abutting sidewalks is required and must not create a safety hazard.

Pedestrian pass-throughs are public or private accessways, or pedestrian connections, that extend the public realm of the street sidewalk by allowing pedestrians access between buildings or through parcels where a local street is not feasible or desirable. Buildings may side on to a pedestrian pass-through, although pedestrian amenities are provided to create an inviting and safe space. Pedestrian pass-throughs shall be included to allow easier access to the site from sides other than building front, and to support more direct access to transit stops. See the list of *Environmentally Conscious Design Practices listed in Section* for related practices.

Exhibit 3. Examples of Pedestrian Pass-throughs



Design does not support an inviting and safe pedestrian space



Good Design



Good Design

N. Streetscape.

This PAD supports a 'Streets as Places' approach, and shall encourage placemaking and an active, exciting environment in accordance with the Section . PAD Goals.

The Streetscape shall be guided by the following principles:

- **Memorable:** Streetscape should be designed to give the city and the surrounding neighborhoods a recognizable image and provide a means of orientation and understanding of the city.
- **Support diverse public life:** Provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities.
- **Vibrant places for commerce:** Streetscapes should be designed and managed as attractive and exciting destinations that encourage residents and visitors to walk to and use local shopping areas, rather than to drive to regional shopping centers.
- **Promote human use and comfort:** Streetscapes should be designed to prioritize the everyday needs of people and to support human comfort and enjoyment.



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- **Promote healthy lifestyles:** Streetscapes should promote healthy lifestyles by encouraging walking to daily and occasional destinations, minimizing pedestrian injuries and helping to decrease major chronic diseases related to air quality and pedestrian activity.
- **Safe:** Streetscapes should be designed to create a street environment that supports a high level of pedestrian safety and security.
- **Create convenient connections:** Streetscapes should be designed to facilitate safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers.
- **Ecologically sustainable:** Streetscapes should be designed as a green network, enhancing the City's long-term ecological functioning.
- **Accessible:** Streetscapes should be designed for ease of use and access to destinations for all populations, particularly those with visual or mobility impairments.
- **Attractive, inviting, and well-cared for:** Streetscapes should be beautiful, create an engaging visual impression, appeal to senses of sight, smell, and sound, and encourage a sense of ownership and civic pride that is reflected in streets' physical appearance and level of activity.

Streetscape principles shall also apply to alley ways. Property fronting alleyways and pedestrian [pass-throughs](#) shall have interesting treatments, such as landscaping and wall art.

Alleys are opportunities for spillover activities from the ground level commercial activity of the principal uses. Design and future use should consider how the alleyway can support these activities. 'Shared Street' design concepts like those included in the National Association of City Transportation Officials' *Urban Street Design Guide* allow for pedestrian, commercial, and ground-level activities [and are supported by this PAD](#).

Privatization or assemblage of the [McKey Street](#) alleyway will require coordination with neighboring property owners and tenants (see City of Tucson Real Estate Office Public Information web site and forms, found online at: www.tucsonaz.gov/real-estate/public-information).

O. Loading Zones and Solid Waste Disposal

Off-street loading zone standards may be reduced or waived if PDSD and TDOT determine that no traffic safety issue is created and is screened as deemed appropriate.

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.

Potential nuisances such as odors or vibrations or noisy areas shall be oriented away from residences in the general area. The negative impacts shall be mitigated using techniques such as placing service areas for loading and garbage disposal between the developing site's buildings, behind opaque barriers, or by using architectural or landscaping treatments.

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The areas shall be designed to reduce **noise**, emission of offensive odors, or vibrations to owners or occupants of adjacent properties.

P. Public Open Space Plazas

One square foot of public plaza or open space shall be required for every ten (10) square feet of gross building floor area. Public open space plazas are to be landscaped outdoor areas designed to accommodate multiple uses and large gatherings of people for performing arts to smaller gatherings.

1. **Public Open Space Plaza.** Public open space plazas shall incorporate at least 3 of the 5 following elements to activate the area:
 - a. Sitting space of at least one sitting space for each 250 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches wide. Ledge benches shall have a minimum depth of 30 inches (30");
 - b. A mixture of areas that provide shade;
 - c. Trees in proportion to the space at a minimum of one tree per 800 square feet, at least 2 inch caliper when planted;
 - d. Water features or public art; and/or
 - e. Outdoor eating areas or food vendors.
2. **Transit Supportive Plaza.** Up to 10% of required parking spaces may be substituted when the public open space plazas incorporate an enhanced transit stop in the plaza. In addition to the requirements for public open space plazas, the transit-supportive plaza must be:
 - a. Adjacent to and visible from the transit street, Broadway Boulevard.
 - b. At least 300 square feet, and be shaped so that a 10-foot x 10-foot bus shelter pad will fit entirely in the plaza from the transit street side.
 - c. Provide a shelter that covers at least 20 square feet. TDOT must approve the shelter. Maintenance and public access easement are required.

The requirement may be waived by the PDSD Director upon a written finding [by the City's Design Professional](#) that the development enhances the pedestrian environment even with a smaller percent or elimination of the requirement.

Q. Gateway Monument

The northeast corner of the subject property should be considered a priority for open space and a public monument highlighting the property as being at the gateway to the Downtown as well as a gateway to both eastern Broadway Boulevard and the Lost Barrio Tucson Warehouse Shopping District.

The monument should emphasize the individual character and history of the local neighborhood as well as the concept of continuity for the Broadway Boulevard corridor. The monument may include such features as solar lighting, shade structures, street furniture, street light attachments and bus stop related amenities.



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The monument shall be coordinated with TDOT and its efforts toward related artworks that compositionally and thematically form a whole and add unity to the art opportunities along the Broadway Boulevard.

R. Landscaping Standards

Landscaping standards provided in [UDC Section 7.6. Landscaping and Screening](#) and in policies included for Gateway Routes in the [City of Tucson Major Streets and Routes Plan](#) shall apply.

Non-invasive 100% desert-adapted species shall be used.

Landscaping and streetscape treatments shall follow the Broadway: Euclid to Country Club Improvement Project plans along Broadway Boulevard and must be coordinated throughout the PAD.

Green infrastructure practices shall be used in the private development (City of Tucson Water Harvesting Guidance Manual available at: <https://www.tucsonaz.gov/tdot/stormwater-management>) and public right of way (standard details available at: <https://www.tucsonaz.gov/tdot/landscape>)

Landscaping using trees along bike routes shall be approved by the TDOT to remove constraints to cyclists. Trees should be selected and located so that they provide a 5-foot wide and 7-foot high clear safety zone.

A minimum 3-foot wide area is needed for the planting of a shrub or tree. The mature edge of any shrub or ground cover shall be 2-foot clear of the sidewalk edge; and cacti, yuccas, and agaves shall be planted so that the mature growth is at least 3 feet clear for the sidewalk edge.

S. Lighting

Lighting strategies shall minimize glare and light trespass, conserve energy, and promote safety and security.

All area lights, including streetlights and parking area lights, shall be full cut-off fixtures.

Sources of lighting shall be recessed and shielded so that the bulb itself is concealed from public right-of-way view.

Lighting shall be provided for all pedestrian pathways and pass-throughs. Where no lighting exists along the public right of way, pedestrian scale lighting shall be provided.

T. Energy Conservation Standards

The PAD development shall use best practices in energy conservation design as recommended by PDSD Building Official, Design Professional, and approved by the PDSD Director. See the list of *Environmentally Conscious Design Practices* listed in **Section R** for related practices.



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U. Signs

The project shall use the Permanent Master Sign Program in Article 7A of the City of Tucson Sign Standards.

V. Utilities

Any new owner or developer of this site is required to research and conduct due diligence with respect any existing or desired future utilities.

1. Undergrounding overhead utilities shall be considered.
2. **Water.** This property is within Tucson Water Service Area.
 - a. New development may require off-site improvements.
 - b. Tucson Water will review plans for new development. Requirements and guidelines for design review can be found on the Tucson Water web site at: www.tucsonaz.gov/water/contractors-developers-and-engineers
3. **Post-Development Hydrology / Stormwater.** Local flood waters are contained within the local storm drain system. In order to protect the integrity of the recently reduced floodplain, development in the PAD must not increase stormwater discharges. The site is larger than one acre and is subject to retention requirements.
 - a. Portions of the existing storm drain culverts pass beneath the northeast corner of the PAD site, at Broadway Boulevard and Park Avenue. Development must be sensitive to the location of the culverts and location of any improvements to the site.
 - b. A study shall be done to establish the existing condition of on-site and on-street drainage patterns.
 - c. New and redevelopment projects that disturb 5,000 square feet or more of ground surface, measured cumulatively for a site, are required to manage the stormwater that falls on their site. Strategies shall include:
 - i. Directing water runoff to landscaping areas using water harvesting techniques and best practices (see City of Tucson *Water Harvesting Guidance Manual* available online at <https://www.tucsonaz.gov/tdot/stormwater-management>)
 - ii. Green infrastructure practices for private land and public right of way (standard details available at: <https://www.tucsonaz.gov/tdot/landscape>)
 - iii. Use of porous and pervious pavement materials

Regulations are Tucson City Code:

Chapter 26, Floodplain and Erosion Hazard Management

Chapter 29, Article VIII, Watercourse Amenities, Safety, and Habitat (WASH)

Chapter 23B, Land Use Code (LUC), Article 5.7. Environmental Resource Zone (ERZ)

4. **Sewer.** The existing sewer is a 8 inch public sewer in McKey Street. Approval regarding Pima County Regional Wastewater Reclamation District sewer service availability requires a Type I capacity request (email to sewer@pima.gov).



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- a. The owner(s) shall not construe any action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner(s) to that effect.
- b. The owner(s) shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, preliminary sewer layout, sewer improvement plan, or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner(s) shall enter into a written agreement addressing the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the PCRWRD.
- c. The owner(s) shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.
- d. The owner(s) shall connect all development within the rezoning area to Pima County's public sewer system at the location and in the manner specified by the PCRWRD in its capacity response letter and as specified by PCRWRD at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan, or request for building permit.
- e. The owner(s) shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan or request for building permit.
- f. The owner(s) shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the rezoning area.

W. Interpretation and Compliance [See Text Option 3]

X. Amendment Procedures.

The approved PAD document may be amended through the process outlined in the Unified Development Code Section 3.5.5.J.

Y. Neighborhood Coordination [See Text Option 4]



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Z. Additional Standards. ~~Noise.~~

At the time a development package is submitted, the PDSD Director may require a noise mitigation plan to ensure the design of the proposal does not substantially increase noise above the current ambient levels.

Porches, balconies, and outdoor activity areas shall face away from existing homes.

AA. Environmentally Conscious Design Practices. [See Text Option 6]

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED DRAFT

Key Issue 2

Key Word	Existing Section Location in Original PAD	Comment Received
Goals	Part 1. Section B Part 3. Section A	3. The goals set forth for the PAD appear positive, though not very inspiring. Here is a chance to tie this into Imagine Greater Tucson’s Looking Forward; A Vision for Greater Tucson Region completed in 2012. More of the language from Tucson’s General Plan could be added here. Let’s talk about neighborhood walkability, biking taking the bus to downtown and all the entertainment opportunities, not to mention jobs. Come on. Let’s get excited! There are even opportunities to tie into our historic neighborhoods like Rincon Heights, Pie Allen, Iron Horse, Barrio San Antonio, and Miles.
Goals	Part 1. Section B Part 3. Section A	I'm sure my fellow community members and our neighborhood association have already given you all similar input, so I'll be brief. But, in short, I hope the design is both environmentally sustainable, aesthetically in line with lost barrio / barrio san antonio, and supportive of local businesses that draw in economy both within the development and down the lost barrio corridor. This would involve a proper setback from Broadway and Park, shade structure designs (incorporating solar panels, etc), bike parking, public transit connection, and aesthetically pleasing shared outdoor / plaza space for patrons of the businesses in the development.
Goals	Part 1. Section B Part 3. Section A	I propose that one of the goals be that this site will become a flagship development spotlighting sustainability, and that the monument do something with sustainability. - Solar - Water catchment - Open spaces - Green roof - Rainwater harvesting
Goals	Part 1. Section B Part 3. Section A	Can a goal be to slow down this process, even just another 2-3 months?
Goals	Part 1. Section B Part 3. Section A	I suggest including a goal from the report, number 5 on page 20, “Activate the Edges”. Include all of it.
Desired / Undesired Uses	Part 3. Section A	Revisions to the Permitted and Prohibited Uses tables
Desired / Undesired Uses	Part 3. Section A	Do not want hotels to be permitted.
Desired / Undesired Uses	Part 3. Section A	Want a grocery store and or café.
Desired / Undesired Uses	Part 3. Section A	Want housing.
Desired / Undesired Uses	Part 3. Section A	Don’t want “tourists” infiltrating the neighborhood.
Desired / Undesired Uses	Part 3. Section A	And then the types of companies or stores that occupy the parcels ... i'm all for mixed use, but would rather not another corporate box store. Keeping it local business focused would be nice. And establishments that will draw people into the neighborhood that would be intrigued by the lost barrio, bumble down there, and support our arts community.

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Key Issue 2

Key Word	Existing Section Location in Original PAD	Comment Received
Desired / Undesired Uses	Part 3. Section A	A local grocery store is mentioned. How would this be different from a convenience store that requires a special exception from the PDS director? Is
Desired / Undesired Uses	Part 3. Section A	The businesses could include local retailers, natural grocers, small galleries,
Desired / Undesired Uses	Part 3. Section A	Incorporating space for an off-street farmer / artisan market would also be appropriate and a great idea, in tandem with such markets continuing down Park into the lost barrio.
Desired / Undesired Uses	Part 3. Section A	These are just a few thoughts and ideas. This space could be a great addition to the neighborhood and boost to local businesses. But if large box stores, gas stations, etc are allowed to build in the development it could hurt local businesses immensely, not to mention cause uproar in the community.
Desired / Undesired Uses	Part 3. Section A	<p>Page 34: Permitted Land Uses:</p> <p>a) If the goal is to develop a mixed-use project, then this section needs to provide more guidance as to what is desired.</p> <p>B) In addition, footnote 2 states that any mixed-use project (which implies that a project is not required to provide mixed-use) must contain residential development; how much residential development needs to be defined.</p> <p>c) Footnote 4 states that any accessory use “consistent with infill development and approved by the PDS Director may be approved;” this also needs more definition and guidelines. The Director should not [have] too much latitude.</p> <p>d) the list of permitted uses includes “entertainment;” this also needs more definition and also raises the question of how much, if any, should be allowed;</p> <p>e) In general, this section is understandable only by planners; there needs to be additional language, in lay terms, that explains the type of uses to be allowed.</p>
Desired / Undesired Uses	Part 3. Section A	I may have missed it, but I do not see meaningful land use guidelines. Show how the project will be compatible with the surrounding land and historical character.
Desired / Undesired Uses	Part 3. Section A	Ideally those businesses should be locally owned and run, fueling downtown Tucson's local economy, and in line with the sort of businesses that would attract and draw business to also patronize the lost barrio galleries and shops. Connecting the Volvo site development with the Aviation bike way through the Lost Barrio (I.E. an expanded bike lane down Park as well as a connection to the Arroyo Chico Bike Path) would help encourage this.

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED DRAFT

Key Issue 2

Key Word	Existing Section Location in Original PAD	Comment Received
Desired / Undesired Uses	Part 3. Section A	They have as an exclusion of use “large dance hall food service” and “ large bar entertainment” - - what is the definition of large? Would we be able to do a live music option?
Desired / Undesired Uses	Part 3. Section A	Require retail and commercial to activate the development
Desired / Undesired Uses	Part 3. Section A	Financing realities need to be considered for developments and businesses. Commercial is considered an amenity to a primary use when lenders are considering financing projects. Requiring retail and commercial may not be the appropriate response because it could set the site up to fail by not getting developed, or set businesses up to fail because the uses are not really supported.
Desired / Undesired Uses	Part 3. Section A	Why is Group Dwelling included as special exception? That won't preclude student housing.
Desired / Undesired Uses	Part 3. Section A	Group Dwellings allow senior housing.
Desired / Undesired Uses	Part 3. Section A	If enough support for prohibiting this use exists within the neighborhoods, this category can be prohibited.
Desired / Undesired Uses	Part 3. Section A	This site isn't close to transit, so it wouldn't qualify for the Federal incentives that would support student housing.
Desired / Undesired Uses	Part 3. Section A	This site is on one of the highest ridership routes. It is on transit.
Desired / Undesired Uses	Part 3. Section A	Incentivize TREs along Park Avenue to activate the street edge
Group Dwelling	Part 3. Section A	What is precluded from Group Dwelling? What is allowed?