



ZONING EXAMINER

REPORT TO MAYOR AND COUNCIL

May 3, 2018

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD (Ward 6)

BACKGROUND

This is a request by Jim Portner of Projects International, on behalf of the property owner, Shenkarow Realty Advisors, to rezone approximately 2.49 acres from R-3 & C-1 to Planned Area Development (PAD) zoning.

The rezoning site is located at the northwest corner of Campbell Avenue and Speedway Boulevard at the center of the University of Arizona main campus, Arizona Health Sciences Center and Banner University Medical Center Campus (See Case Location Map).

The Preliminary Development Plan (PDP) proposes a mixed-use activity center with retail, grocery, hospitality and/ or multi-family residential and professional or medical office for a total square footage ranging from 360,000 to 420,000.

The total number of units anticipated for either hospitality use or multi-family residential use is 92 hotel room and 28 higher end residential units.

The maximum building height is 250-feet (20 stories) with proposed step-back and height transitions along Speedway Boulevard of 154 feet (10 stories) and Campbell Avenue of 130 feet (10 stories).

Planned Area Development (PAD)

Definition

Planned Area Development (PAD) – The purpose of the Planned Area Development (PAD) zone is to enable and encourage comprehensively planned development in accordance with adopted plans and polices.

The PAD document allows the flexibility to tailor land uses, development standards and design to a project's specific needs, allowing the project to fit with any site constraints, and be more compatible with existing neighborhoods.

The PAD is a zoning classification which provides for the establishment of zoning districts with distinct standards in order to provide regulatory clarity for future development.

A PAD may have land use regulations different from the zoning regulations in the UDC, any other PAD District, or other zoning districts.

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD

Description

The PAD will use the OCR-2 zone designation for its base zone which provides for high-rise development that serves the community and region and is located in major activity centers. High-density residential and select other agriculture, civic, commercial, industrial, retail, storage, utility, and wholesaling uses may also be permitted provided design and development standards apply. A maximum building height in OCR-2 is 300 feet. A mixture of development types is encouraged, including office, commercial, and high-density residential uses.

The PAD makes the following modifications to the OCR-2 base zone and adheres to the University Area Plan (UAP), Section 3.G: Helen Warren Station:

- Building height restrictions of 250-foot with no more than 33% of the 20-story building envelope's ground area no more than 25% of the entire property's ground area (maximum building height along Speedway Boulevard is 154 feet (12 stories) and Campbell Avenue is 130 feet (10 stories))(UAP, Section 3.G Urban Design).
- Transportation considerations of the Project, including its traffic impacts upon the existing street system, associated/needed street improvements, and multi-modal/transit-oriented development provisions (UAP, Section 3.G: Transportation).
- Establishment of a Neighborhood Liaison Group (NLG) to include nine neighborhood associations surrounding the Project (UAP, Section 3.G: Coordination with Neighborhoods).
- Required special studies for surrounding viewsheds impacts and project visibility (UAP, Section 3.G: Coordination with Neighborhoods and Urban Design), including:
 - Provides for Architectural Standards and Design Guidelines.
 - Buildings will feature a double-layered facade, the outer element of which will be a face of terracotta, metal or composite resin shade lovers that will provide shadowing and stack ventilation cooling of the inner building face and minimize sun reflection onto off-site area and nearby neighborhoods.
 - No protruding balconies are permitted; only loggias and terraces integrated within the building volume are permitted.
 - The permitted loggias and terraces are allowed primarily on the north and south-facing elevations of the buildings, respectively. Such features are permitted on the east and west-facing elevations only in corner offices or residential/hospitality units.
 - Building massing and placement is planned to provide visual variety and create a 7,500 square foot urban open spaces or plaza areas.
- The Speedway Boulevard and Helen Street Streetscapes will consist of design zones to encourage pedestrian activity, including (UAP, Section 3.G: Urban Design):
 - A 10-foot sidewalk and 10-foot landscape border.
 - A second story and upper building floors overhang the 10-foot streetscape border to provide shade and gathering areas.
 - The street level pedestrian interface will include seating elements along the perimeter building street frontages.
 - The ground-level outdoor spaces will be privately owned and maintained, but will still maintain open to public access.

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

- Direct linkages will be provided to the Helen-Warren Streetcar Station, Helen Street and Speedway Boulevard, Campbell Avenue sidewalk networks, bus transit stops, designated bicycle routes, pedestrian street crossing, Cat Tran Stops and the Tugo Bike Share Station (UAP, Section 3.G: Urban Design).
- PAD prohibits the following uses: group dwellings, commercial and personal storage, correctional facility, animal service, automotive service, major or minor, billboards, large bars, dance halls, large retail establishment, general manufacturing, hazardous material storage heavy equipment manufacturing, maintenance and environmental services, renewable energy generation and salvaging and recycling center.

This custom zoning has resulted in a mixed use development zone appropriate for an infill site that fronts the Speedway and Campbell intersection and compatible with the surrounding development of the UA Main Campus, the Arizona Health Sciences Center and is sensitive to nearest residential neighborhoods outlying from the immediate context of the site. The PAD document allows the applicant the flexibility to create project architectural and design guidelines to ensure a superior site design and architectural quality. The proposed project will include a common theme and design elements throughout the property that will unify streetscape design, signage, materials, colors and architectural styles and will be reviewed and approved by the architect of record. A letter signed and sealed by the project architect must be submitted certifying the plans are in general conformance with the PAD Architectural and Design Guidelines. Prior to architectural certification, the owner/development and their architect will meet with the NLG to present and discuss the final architectural design.

PUBLIC HEARING SUMMARY (Minutes Attached)

At the April 19, 2018 public hearing, Planning and Development Services staff reported that there were twenty two (22) written approvals, one (1) approval letter from the American Institute of Architects (AIA), four (4) written protests and a petition submitted with two hundred and twenty three (223) signatures.

Keri Silvyn, the applicant's representative, gave an introduction and introduced the project team's members and outlined how her presentation would proceed.

She outlined the project's main reasons which support the location selected:

- The site is currently underutilized.
- Quoted the designer of the streetcar trolley stating that this site is the number 1 most underutilized site along the streetcar's route.
- This is a unique major intersection corner in Tucson which could be considered a 'gateway' location.
- This site is located at the east end of the streetcar trolley.
- There are currently 10 City of Tucson bus lines crossing this intersection.
- Federal Transit Authority (FTA) supports this location and has been working with the applicants.
- This is a prime location for a mixed-use development.

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD

Richard Shenkarow, the owner of the property, talked about its local history as a Tucson native and that he still lives in the immediate area of this project. He also discussed how this project is intended to be a “Special place in Tucson” which will hopefully become a major destination for everybody in Tucson and not just the surrounding neighbors, much like his other successful developments here in Tucson. He talked about how this new development will serve the neighbors and businesses in the area by providing much needed retail, office and market rate housing. He stated that group dwelling will be prohibited in the PAD and that he wants to provide up-scale housing opportunities for the doctors and staff who work for Banner/UMC Hospital as well as for people who work for the University of Arizona and in the downtown area. He too felt that this was a “gateway” location.

Keri Silvyn spoke again outlining the public participation process which this project had gone through leading up to this Zoning Examiner’s hearing. She also discussed how the project team addressed the neighbor’s concerns which were brought up during previous meetings.

She first outlined the 2013-2014 Plan Amendment process which she said is very similar to the City’s rezoning process. The Plan Amendment process included:

- Many meetings (Refer *Public Participation & Comment* section of this report)
- Define the project goals
- Provide a ‘walk-to’ destination
- Provide a grocery store
- Provide “High Architecture”
- Define the height limit envelope(s) for the building(s)
- Address neighborhood concerns
 - Helicopter path and sound study
 - Show view sheds within the area
 - Provide a building shadow and reflectivity study
 - Establish a neighborhood liaison group (NLG)
- Work with the University of Arizona to establish a sub-area plan specifically for this development which also provides for future growth.

Matt Luck, one of the project’s design Architects, spoke about the project’s goals and specific design elements of the proposed building.

- Discussed how most projects in Tucson are designed around private cars vs this project which is designed around the multimodal characteristics of this site.
- The project must be sustainable, both on a site and building level.
- This will be a diverse project allowing for a mixed-use design.
- This will be a major destination for all of Tucson’s residents and particularly convenient for the immediate area’s residents, Banner/UMC employees and the University of Arizona’s employees, teachers and students.
- They will be providing significant outdoor spaces for the public to enjoy as well as providing similar types of outdoor spaces on the 2nd level for the building’s occupants and tenants to enjoy.
- They want to provide a welcoming and sheltered “front porch” type environment along all of the project’s street frontages (including around the garage portion of

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

the building) which provides for retail uses, restaurants and other public gathering type areas which invite the public to enjoy the building.

- The building will have office uses in the lower building sections which face the two major arterial streets on the south and east sides of the project. The lower building section along Speedway Boulevard will be six (6) stories and the lower office building section along Campbell Avenue will be six (6) stories and the garage portion of the building facing Campbell Avenue will be five (5) stories.
- He explained the building's exterior 2nd layer which will consist of a 'louver type design' of varying patterns in order to break up the building's mass as well as integrating passive solar design concepts for ventilation, heating and cooling (shading). He also pointed out that these louvers will be provided around the garage structure in order to help shield headlights from the adjacent neighborhood.
- In order to minimize the height of the garage portion of the building, he pointed out the garage will go down 2 stories below grade.
- There will be a unifying screen and shade arcade structure which will be constructed along the south and east sides of the building.
- The building will be designed to provide several entrances along it's perimeter to promote a welcoming and inviting way to bring people into the building's core and public spaces.
- He discussed the importance of providing lower building heights with wall openings and reliefs along the street perimeters in order to provide a sense of scale, shade, balconies, design interest and to avoid constructing an imposing 'wall' along the streets.
- He said that this project sets a precedent for local design as well as providing inspiration for future projects.
- The exterior façade will have mixed materials and be a high performance component of the building.
- The overall design of the central tower responds to our climate by providing less surface areas on the east and west façade face. (Rectangular floor plan.)
- He again discussed the double skin exterior wall design benefits which provide screening from the sun as well as acting as a heat chimney.
- He outlined the building's energy conservation and sustainability design elements
 - Green roofs
 - Solar
 - Geo-thermal

Jim Portner, the project applicant, then spoke on behalf of the owner. He pointed out that the proposed 20-story tower is necessary to insure the success of this project. He told us that the revenue generated by the tower's floor area will help support and pay for all of the building's public amenities and spaces such as plazas and patios in the building's ground floor core area, along the street perimeters and on the 2nd floor level to benefit the office tenants and residents of the building.

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD

Mr. Portner continued by telling us about the design studies which were agreed to and provided. These studies were all requested to be performed by the neighbors and neighborhood representatives during the Plan Amendment public review process.

- A view shed study was provided to show how much of the proposed project will be visible from various locations throughout the immediate areas around the project.
- A shade, shadow and reflectivity study was provided in order to show the proposed building's impact on the surrounding areas. He also pointed out that these studies assumed the worst case scenarios relative to each study. (i.e., the reflectivity study assumed a flat reflective glass façade on all sides vs the proposed louver design which would greatly reduce any reflectivity of the building).
- A study was performed for Banner/UMC's helicopter flight paths and how the proposed project will impact the neighborhood acoustically.

He wrapped up his presentation by stating that the project will have no impact on the existing drainage in the area.

Vincent Catalano, the project's traffic consultant, spoke about the traffic analysis and discussed how this project will impact the area and what measures will be taken to offset such impacts.

He first discussed the overall existing site and existing transportation options which are available at the project location.

- This is a major transit hub currently
- Good location for future growth
- Good City bus access
- There are major bike routes nearby
- Existing bike share location
- Good pedestrian access
 - Existing under-pass at Warren
 - Cherry has a signal
 - All pedestrian street crossings are within two (2) blocks of the project

Mr. Catalano then talked about the traffic study and analysis. Some of the issues impacting the design study include:

- There are previous traffic counts from 2012 and 2015
- There is a large amount of drive-by traffic
- The anticipated growth of the University of Arizona and Banner/UMC
- The additional traffic demand created by this proposed project.

He then discussed the parking and outlined the recommended street and intersection improvements for the area which are defined in the PAD document.

- Banner/UMC is currently improving access into and out of their facilities along Campbell Avenue.
- Intersection improvements include:

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

- Helen & Martin
- Helen & Cherry
- Speedway & Cherry
- Speedway & Campbell

He finished his presentation by telling us that some of these street and intersection improvements would be paid for by impact fees collected from the project and that all final designs shall be based on future traffic studies when the project is submitted to the City and reviewing agencies during the design review process.

Keri Silvyn then wrapped up the applicant's presentation by talking about the public and staff review process which this project has undergone over the past several years (Refer Public Participation & Comment section of this report).

She also pointed out that the applicant had created a web site for public viewing which includes the entire PAD document.

She concluded by asking if I had any questions for anybody on the team.

Zoning Examiner's questions for the applicant:

I took this opportunity to ask the applicant a question regarding the building's proposed height, specifically the number of stories on the south and east sides of the building facing both Speedway Boulevard and Campbell Avenue.

The proposed building heights and number of stories are shown differently in the following documents:

1. The submitted renderings for the proposed building (which have been included in all of their presentations, documents and meetings) show the building having six (6) stories along both street perimeters at the intersection of Speedway and Campbell, stepping down to five (5) stories for the retail and garage on the northern end of the building facing Campbell Avenue and Helen Street (this was supported by the testimony given by Matt Luck, the Architect who spoke earlier).
2. The PAD document calls out for a six (6) story building along Speedway Blvd (refer key note #8) and no story height is called out along Campbell Ave. (Refer pages 70 & 71 of the PAD document).
3. The PAD document refers to the *University Area Plan* (Exhibit No. 25, page78) which shows these same building portions to have a maximum height of:
 - Twelve (12) stories along Speedway Blvd.
 - Ten (10) stories along Campbell Ave. which includes the northern retail and parking structure.

The applicant responded by explaining that they want to see the building constructed with the 20 story central tower with the six (6) story office sections shown at the intersection and then stepping the building down to five (5) stories for the northern retail and garage building facing Campbell and Helen as shown on the renderings and described by Matt Luck earlier.

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

The applicant then explained that they were concerned that the 20 story tower may not be allowed and that they may have to reduce the tower's height. If this happens, they will be forced to raise the perimeter sections of the building which face the streets in order to maintain the overall floor area needed to justify the project and meet the owner's needs. The applicant said that the 12 story and 10 story perimeter building heights shown in Exhibit No. 25 of the UAP allow for this much needed flexibility while providing the security needed to insure that this project can be realized.

Twenty five (25) people spoke in **favor** of this rezoning request.

These included area residents, neighborhood group leaders, members of the American Institute of Architects (AIA), local Architects, a commercial lender, a member of the UAP's required Neighborhood Liaison Group (NLG) and a local developer who is also associated with a University of Arizona development group.

A summary of the overall support for this project includes:

- Reduces driving and encourages alternate methods of transportation
- This is a state of the art building
- The owner/developer is local and has a successful and proven history here in Tucson (i.e., Casas Adobes)
- This a perfect location for such a mixed-use project
- This avoids sprawl and promotes urban in-fill
- This is one of the primary reasons why the public streetcar was built in an effort to support residential users
- This will serve as a new model for "urban living"
- This is a sustainable project addressing both energy and community issues
- People are afraid of this project simply because of its height and because it is a new concept. We should embrace change if it is a good change.
- Designed by a local, internationally recognized architectural firm
- This project make sense financially and the existing site is underdeveloped
- This will provide much needed market rate housing and commercial/retail for the area, including all of the new work being done at Banner/UMC.
- This will benefit the neighbors by providing a much needed grocery store
- This will help keep millennials here in Tucson while attracting millennials to the area.
- It is time to move forward as a community and city.
- Inspire other developers and serve as an example of what is possible here in Tucson. Avoid building another "typical Tucson stucco box".
- Many thanked the applicant and the City for a great public review and participation process, including the previously approved area plan reviews
- Many appreciated the web site which the applicant created for this project
- This replaces student housing
- Many consider this building to be beautiful and a good example for others
- This project will create, as well as support, jobs in the area
- This project can be used as recruitment tool for the U of A and for Banner/UMC in order to attract new students, doctors and millennials

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

- Many who live in the immediate area appreciate the pedestrian nature of the project and like that they will have a local “place” to go as well as shop and eat.
- Many appreciated how professional and helpful the project team was to work with through the public review processes
- It was pointed out that Banner/UMC is spending approximately 2.5 billion dollars expanding their facility and asked why shouldn’t we support it better?
- A PAD is intended to benefit the area and its neighbors. This project will do exactly that by providing much needed services, retail, restaurants, market rate high-end housing and public spaces to enjoy.
- This is a ‘gateway’ to the University of Arizona. Look at what is there now.
- While most people still appreciate the historic nature of Tucson, they also welcome good modern projects.
- There are no major grocery stores along the public streetcar route. This is needed by everybody in the area.
- While this project will increase traffic to and from the building by Tucson residents, it will reduce the amount local area residents may need to drive by providing a grocery store along with other needed uses.
- One person who spoke has served on many neighborhood boards and has been involved in nine (9) previous PAD rezoning cases. He said that this is the “gold standard” for all projects because of the project’s team and the City.
- One person who graduated from high school ten (10) years ago stated that only a 1/3 of his class is still in Tucson. Everybody else moved away feeling that Tucson was stuck in the past and that there was no future here. He felt that this project changes that and inspires hope to young people that Tucson is changing, evolving and moving forward.

Seven (7) people spoke in **opposition** of this rezoning request.

A summary of the overall opposition for this project includes:

- Very poor neighborhood involvement and public review/input.
- Many spoke about how they don’t want to live downtown. This building feels like it should be located downtown.
- Most people feel that this will ruin the existing “feel” of the neighborhood.
- Many would support a building with a maximum height limit of eight (8) stories.
- A petition has been signed by over 223 residents at the time of the public meeting. (Please note that as of the date of this report, staff has received an updated petition with some additional signatures).
- Most people were only opposed to the overall height of the twenty (20) story tower. None of the people who spoke in opposition were opposed to the mixed-use (office, retail/commercial, restaurants and a grocery store) development on the lower floors nor were they opposed to market rate housing in the area.

Nobody in the audience spoke when I asked if anybody was **neutral** on the rezoning.

I asked Keri Silvyn if she, or any member of the team, would like to respond to any of the concerns which were brought up during the hearing.

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

Keri Silyvn came up to the podium and said that she had been hearing these same arguments during the entire public process and that she felt that everybody who spoke in opposition of this rezoning and the project team would have to “agree to disagree”. She had nothing further to add.

I then thanked everybody for coming out and closed the public hearing.

FINDINGS OF FACT

Existing and Surrounding Land Uses

Existing Land Use:

Zoned C-1 and R-3; Palm Shadows Multi-Family Residential Apartments

Surrounding Land Uses

North: R-3 - Arizona Health Sciences Center (AHSC) & associated parking
South: C-1 - Food Service & General Merchandise Sales
East: C-1 - UA Board of Regents Office, Retail & Food Service
West: C-1 - UA Residence Hall, UA Offices, Food Service & Financial Service

Project Site Characteristics

The proposed site consists of two parcels totaling approximately 2.49 acres, located near the major intersection of Speedway Boulevard and Campbell Avenue.

Both Speedway Boulevard and Campbell Avenue are identified as 6-lane arterials on the Major Streets & Routes Plan and constructed to its ultimate right-of-way. Campbell Avenue is identified as a Gateway Arterial.

Helen Street, an east-west local public street providing the main access to the site. The Helen Warren Streetcar Station (1st streetcar stop) is located along Helen Street at the intersection of Helen Street and Warren Avenue.

The rezoning site has approximately 295 feet of frontage on Speedway Boulevard and approximately 295 feet of frontage along Helen Street.

A small parcel with an existing UA Board of Regents office borders the east boundary and Campbell Avenue.

Other types of multimodal transportation options near to the site include Suntran Bus Service, CatTran Service Shuttle Service, existing bicycle routes and Tugo Bike Share (City of Tucson Bike Share Program).

Land Use Plans

The request to rezone the site to a PAD is consistent with the land use direction provided by both, *Plan Tucson and University Area Plan, Section 3.G*, which support infill and mixed use development.

Plan Tucson

The proposed rezoning site is identified in *Plan Tucson* Future Growth Scenario Map as ‘Campus Area’ which are properties that are within or in close proximity to established master planned educational, medical and/or business facilities. The site is located immediately adjacent to Campus Areas including the University of Arizona main campus to

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

the south and east and the Arizona Health Sciences to the north. The types of projects are compatible with the proposed multi-use activity center. *Plan Tucson* supports infill and redevelopment project that reflect sensitivity to the site and neighborhood conditions and adhere to relevant site and architectural features. *Plan Tucson* also supports environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses and enhances the overall function and visual quality of the street, adjacent properties and the community.

University Area Plan (UAP)- Section 3.G. Helen-Warren Station Area (HWSA)

Mayor and Council on October 21, 2014 approved and adopted Resolution No. 22310 adding a new section of the University Area Plan, Section 3.G, HWSA. The HWSA was established in recognition of the Helen-Warren streetcar station located on the south side of Helen Street, approximately one hundred feet (100') east of its intersection with Warren Avenue and approximately five hundred feet (500') west of Campbell Avenue.

The site is located within Subarea 1 of the UAP, Section 3.G. The Land Use Policies support commercial retail and services, restaurants, a grocery store, medical and professional offices, hospitality and residential condominiums or leased apartments. The proposed project meets the HWSA building height restriction of 20-story and 250' height. The project's ultimate building height of 250-feet is proposed to no more than 33% of the building envelope and no more than 25% of the entire property.

The proposed mixed use development is appropriate for a transit-oriented infill development in conformance with the adopted UAP, Section 3.G, while also incorporating context sensitive architectural design and massing that creates an integrated, urban environment with pedestrian oriented streetscape and community gathering spaces intended by the UAP, Section 3.G. See Section III.B: Area Plan Policy Compliance on pages 61-65 of the PAD Document.

University of Arizona Comprehensive Campus Plan

The UAP recognizes the importance of the University of Arizona Comprehensive Campus Plan (UACCP) and stresses the need to enhance coordination between its policies and those of the UAP in the best interests of the University of Arizona, the surrounding established neighborhoods, and the community at large. The applicant has met with UA representatives during plan amendment process of the University Area Plan which added the Section 3.G and as a result, a policy was added to require coordination with the UACCP throughout the rezoning and development plan process (See UAP HWSA Land Use Policy 2, Guidelines 1 and UACCP and the PAD owner/developer is committed to coordinating with their representatives as part of this PAD process and subsequent redevelopment of the Subject Property.

DESIGN CONSIDERATIONS

Project Description:

This is a redevelopment proposal of a site consisting of the Palm Shadows Apartments (circa 1960) with (4) two-story apartment buildings and 152 existing units. The apartment

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD

structures are outdated by today's housing standards for architecture and amenities. Due to the site's location at the gateway of the University of Arizona (UA) and being in proximity to the Helen Streetcar stop and other multi-modal opportunities, the site is highly underutilized.

The proposed project is considered a transit oriented development as it is proposed for mixed-use development designed to take advantage of nearby transit and includes features that encourage walking, biking and transit ridership. This mixed-use activity center will offer retail, commercial, multi-family residential, hospitality and medical and professional office. The proposed land uses will support urban infill development, the nearby streetcar station at Helen and Warren as well as the nearby Arizona Health Sciences Center, Banner University Medical Center Campus and University area. The project provides a pedestrian interface at ground level and activates Helen Street with pedestrian activity.

The proposed buildings range in heights with proposed step-back and height transitions. The high rise element is limited to maximum 250-feet (20 stories) and will contain a mix of professional offices, together with residences and a potential hospitality component on its highest floors. The height transitions along Speedway Boulevard of 154 feet (10 stories) and Campbell Avenue of 130 feet (10 stories). The land uses along the base at street level are envisioned for restaurant, retail, grocery and other commercial uses. Professional and medical offices are envisioned for the floors above street level. All buildings will feature a double-layered facade, the outer element of which will be a face of terracotta, metal or composite resin shad lovers that will provide shadowing and stack ventilation cooling of the inner building face and minimize sun reflection onto off-site area and nearby neighborhoods.

Parking is proposed within a multi-story parking structure with up to four (4) levels of above street level and two (2) to four (4) levels of sub-surface parking. All above ground parking will be visually screened and blend in with the 4-sided architecture incorporating the same design aesthetic and building materials. A central outdoor plaza will be located at ground level interior with potential to accommodate special events, community and group gatherings, and weekend farmer's markets. The plaza will be 7,500 square feet open to the sky with pedestrian access to the east. The street level pedestrian interface will include seating elements along the perimeter building street frontages.

Public Participation and Comment

A neighborhood meeting was held on January 24, 2018 with 105 neighbors in attendance. The applicant presented project information and overview of the PAD document. The discussion included topics and issues, such as the conformance with the area plan policies approved during the plan amendment, including the building height, and the results of completing several studies showing the Project's potential impacts on the surrounding area. These studies included a transportation impact analysis, view shed and project visibility study, and post development acoustic study.

Other items addressed at the meeting include inclusion of community spaces, shaded plazas and pedestrian arcades to allow visitors to safely and comfortably gather and circulate through the Project; a mix of uses, including retail/grocery, office and residential/hospitality, that will provide amenities to the surrounding residential areas; use of double-skinned

C9-18-04 Speedway + Campbell Gateway PAD R-3 & C-1 to PAD

building façade, likely through terra cotta louvers, that will add architectural relief and work to cool the building in the hotter months; integrated design and functionality of the Project's parking structure; and sustainability features, to include rainwater harvesting, solar water heaters and panels, and building massing to shade public spaces.

Public Input & Neighborhood Outreach throughout the Plan Amendment and Rezoning process:

Plan Amendment Process:

- Initial small-group neighborhood leaders meeting 6/19/2013
- Small group working meeting with neighborhood association leaders 04/28/2014 to present the project and provide for Q&A
- Follow-up small group meeting with neighborhood association leaders 06/19/2014 to present/discuss project refinements
- Full-notice, formal neighborhood meeting 05/08/14
- Planning Commission Study Session
- Planning Commission Public Hearing
- Mayor and Council Public Hearing 10/21/2014

UAP Changes based on Plan Amendment process, and public input:

- Building height restrictions of 250-foot with no more than 33% of the 20-story building envelope's ground area and no more than 25% of the entire property's building envelope
- Formal establishment of a Neighborhood Liaison Group (NLG) based on the association leaders that were assembled during the Plan Amendment process
- Main private-vehicle access limited to Helen Street
- Specialized requirements for a series of special studies for identifying the impact for:
 - surrounding view sheds impacts and project visibility
 - shade and shadow, privacy impacts
 - established flight paths of emergency helicopters servicing the Banner-University Medical Center trauma helipad, including an acoustic study of the impacts on nearby residential noise levels and whether reverberation can be expected from the proposed project's high-rise

Rezoning Process:

- Prior to formal neighborhood meeting, went through pre-PAD review with City departments / outside agencies, multiple drafts and refinements to produce finished document for filing with rezoning application.
- Held two (2) NLG working meetings on 8/15/2017 and 11/13/2017 designed to present the PAD Document, results of special studies, and gather on-going NLG input.
- Made formal presentations in front of the Catalina Vista NA Board (8/25/17 & 11/27/17), Blenman-Elm NA Annual Meeting (11/9/17), and Sam Hughes NA Annual Meeting (1/16/18).
- Scheduled an additional joint meeting for all Catalina Vista and Blenman-Elm members, specifically to provide an open forum for discussion and Q&A on this project (12/11/17).
- Required full-notice neighborhood meeting on 01/24/2018 prior to PAD submittal.

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

- The project was designed based on the approved policies of the University Area Plan Amendment for Section 3.G: Helen Warren Station, Subarea 1. In addition, the following design features were put in place as a result of the specialized studies:
 - Buildings will feature a double-layered facade, the outer element of which will be a face of terracotta, metal or composite resin shade louvers that will provide shadowing and stack ventilation cooling of the inner building face and minimize sun reflection onto off-site area and nearby neighborhoods.
 - No protruding balconies are permitted; only loggias and terraces integrated within the building volume are permitted.
 - The permitted loggias and terraces are allowed primarily on the north and south-facing elevations of the buildings, respectively. Such features are permitted on the east and west-facing elevations only in corner offices or residential/hospitality units.

Drainage & Grading

City of Tucson PDS Pre-Submittal Review Comment: (Loren Makus)

“The site has been mostly impervious for many years. But, downstream of this site, there are areas of increased flooding. The engineering section requests the developer to propose enhanced retention and detention for the site, similar to the Banner Health PAD.”

Any drainage or grading issues and water harvesting will be identified and resolved with the submittal of the Development Package, prior to City approval and construction.

Landscaping & Screening

Landscape Standards

All new landscaping for this PAD shall comply with the Unified Development Code (UDC), Section 7.6.

Road Improvements, Vehicular Access and Circulation

A Comprehensive Traffic Analysis has been prepared for this PAD District as required by UAP HWSA (Section 3.G, Transportation Policy 2) and is included in Appendix D. This Traffic Analysis was based upon, and updates a prior traffic study prepared for the entire AHSC campus in December 2012. The present analysis considers the future PAD District development, the adjacent AHSC campus and Banner- University Medical Center redevelopment/expansion. In accordance UAP HWSA, Section 3.G Transportation Policy 1, principal vehicular access to and from the site is proposed via Helen Street; fire/emergency, disabled and grocery delivery access only is permitted to and from Speedway Boulevard. The recommendations for traffic improvements as a result of the Traffic analysis include, but not limited to:

- Expansion of the Helen Street access entry,
- Northbound dedicated left turn lane existing the PAD site, and
- All-way stop control at the entry/intersection with Helen Street.

The development will contribute its fair share cost of off-site transportation or traffic improvements necessary to serve the proposed development and address its impacts; the

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

extent of the contribution shall be determined in conjunction with a TIA approved by the Department of Transportation (UAP Section 3.G:Transportation) Table 18 on page 123 of the PAD identifies a detailed inventory of the recommended improvements in the area and what improvements will be constructed by the project developer and improvement constructed by others.

An analysis of alternative transportations modes in the area indicated that this area experiences a much higher ratio of alternative transportation modes. The PAD district is located in both a pedestrian and transit oriented area. Access to the streetcar and Tugo bicycles (City of Tucson Bike Share Program) near the site will minimize the use of single-occupant vehicle trips. The study also recommends the PAD district provide pick-up/drop-off areas to encourage the use of ride-share programs as well. Pedestrian circulation and connectivity will be improved through and within the PAD District, Exhibit 28 in the PAD document outlines the proposed on-site pedestrian circulation.

On-Site Parking:

University Area Plan (UAP), Section 3.G Transportation indicates all parking shall be located on-site. Parking is proposed within a multi-story parking structure with approximately four (4) levels of above street level and two (2) to four (4) levels of sub-surface parking. The parking spaces provided are based on ULI's standards parking generation rates for transit oriented development with shared parking and multi-modal opportunities.

CONCLUSION

The request to rezone the site to a PAD meets the purpose and intent of the PAD zone, and is consistent with the land use direction provided by both *Plan Tucson* and *University Area Plan*, including Section 3.G. Helen Warren Station Area.

The *Speedway + Campbell Gateway PAD* document serves as the rezoning conditions for the proposed project; however, based on the submitted documents and the testimony given during the public hearing, the following special condition is recommended by this Zoning Examiner:

Special Condition

The overall building height of the lower sections of the building which face Speedway Boulevard and Campbell Avenue shall be limited to seven (7) stories and shall step down to six (6) stories for the retail and garage sections of the building on the northern end of the project which face Campbell Avenue and Helen Street.

With this recommended special condition, the requested PAD zoning is appropriate.

RECOMMENDATION

The Zoning Examiner recommends **approval** of this PAD rezoning subject to the above stated special condition and the *Speedway + Campbell Gateway PAD* document.

**C9-18-04 Speedway + Campbell Gateway PAD
R-3 & C-1 to PAD**

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'S. Shell', written in a cursive style.

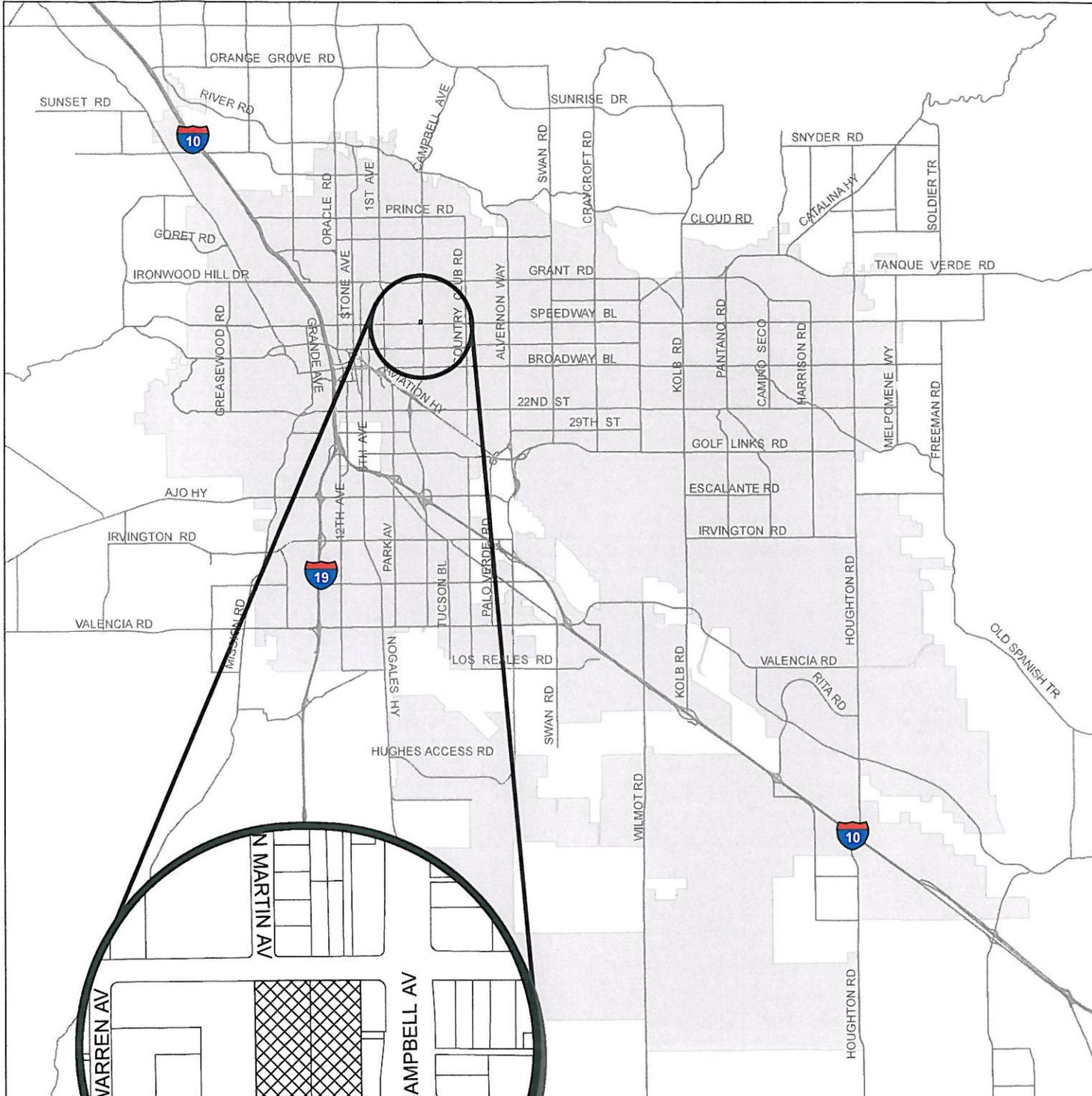
Steven C. Shell
Zoning Examiner

ATTACHMENTS:

Aerial Photo & Location Map
Public Hearing Minutes

cc: City of Tucson Mayor and Council

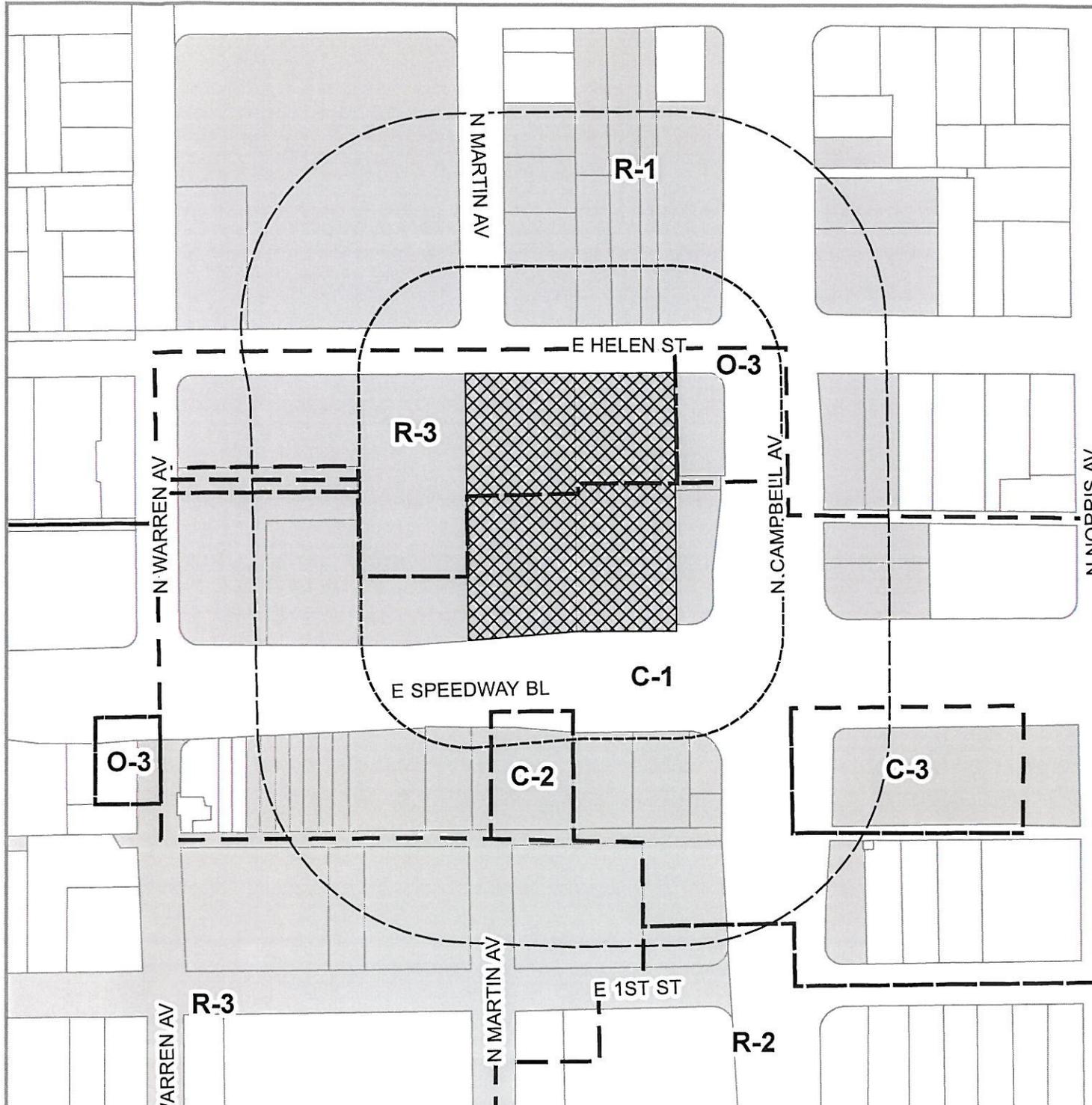
C9-18-04 - Speedway Campbell Gateway
Rezoning Request: From C-1 and R-3 to PAD



C9-18-04 - Speedway Campbell Gateway
Rezoning Request: From C-1 and R-3 to PAD



C9-18-04 - Speedway Campbell Gateway
Rezoning Request: From C-1 and R-3 to PAD



ZONING MEMBERS PRESENT

Steven Shell, Zoning Examiner
John Beall, Planning & Development Services
Cindy Leyba, City Recording Clerk

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1 ZONING EXAMINER: So, Mr. Beall, if you would go ahead and
2 make a presentation. I thought you were all here for the antenna.

3 MR. BEALL: This is a request by Jim Portner, Projects
4 International on behalf of the property owner, Shenkarow Realty
5 Advisors, to rezone approximately 2.49 acres from R-3 and C-1 to Plan
6 Area Development Zoning.

7 The rezoning site is located at the northwest corner of
8 Campbell Avenue and Speedway Boulevard at the center of the University
9 of Arizona main campus, Arizona Health Sciences and Banner University
10 Medical Center campus.

11 The Preliminary Development Plan proposes a mixed-use
12 activity center with retail, grocery, hospitality and/or multi-family
13 residential and professional or medical office for a total square
14 footage ranging from 360,000 to 420,000.

15 The total number of units anticipated for either
16 hospitality use or multi-family residential use is 92 hotel rooms and
17 28 higher-end residential units. The maximum building height is 250
18 feet, or 20 stories with proposed step-back and height transition,
19 transitions along Speedway Boulevard of 154 feet or 12 stories, and
20 Campbell Avenue of 130 feet, ten stories.

21 The PAD will use the OCR-2 zone designation for its base
22 zone, which provides for high-rise development that serves the

1 community and region and is located in the major activity centers.
2 The PAD makes the following modifications to OCR-2 base zone and
3 adheres to the University Area Plan Section 3.g Helen-Warren station.

4 Some of the modifications include building height
5 restrictions of 250-foot with no more than 33% of the building story -
6 of the 20-story building. Maximum building height along Speedway
7 Boulevard is 154 feet, 12 stories. And Campbell Avenue is 130 feet,
8 ten stories.

9 Establishment of a Neighborhood Liaison Group to include
10 nine neighborhood associations surrounding the project and required
11 special studies for surrounding view sheds, impacts and project
12 visibility. It also calls for no protruding balconies which are not
13 permitted. Building mass and placement is planned to provide visual
14 variety and create a 7500-square-foot urban open spaces or plaza
15 areas.

16 The Speedway Boulevard and Helen Street streetscapes will
17 consist of design zones to encourage pedestrian activity. There's
18 direct linkages will be provided to the Helen-Warren Streetcar
19 station, Helen Street and Speedway Boulevard and Campbell Avenue
20 sidewalks, network - bus transit stops, and (inaudible) designated
21 bicycle routes.

22 A comprehensive traffic analysis has been prepared for this
23 PAD district as required by the University Area Plan, and is included
24 in Appendix D of the PAD document. All parking shall be located on-
25 site. Parking is proposed within a multi-story parking structure with

1 approximately four levels of above-street level, and two to four
2 levels of sub-surface parking.

3 Mayor and Council on October 21st, 2014, approved and
4 adopted Resolution No. 22-310, adding a new section of the University
5 Area Plan, Section 3.g, the Helen-Warren station. A, and the Helen-
6 Warren station was established in recognition of the Helen-Warren
7 Streetcar station located on the south side of Helen Street.

8 This site is located within Sub-Area One of the University
9 Area Plan, Section 3.g, and the land use policies support commercial,
10 retail and services, restaurants, a grocery store, medical and
11 professional offices, hospitality, and residential condominiums or
12 leased apartments.

13 Plan Tucson, and the University Area Plan support in-fill
14 and redevelopment projects at the intersection of two major arterials,
15 campus activity centers such as the University of Arizona, Banner
16 Hospital, and along the modern streetcar line.

17 The Helen-Warren Street, Section 3.g, provides a framework
18 to allow for development of nearby properties in a way that is
19 consistent with the opportunities which a streetcar station provides,
20 as well as to promote other multi-mode of transportation opportunities
21 in conjunction with it.

22 The Helen-Warren station even establishes a specific set of
23 policies, heights and guidelines under Sub-Area One to provide for a
24 mixed-use transit-oriented development project consisting with the
25 following sections: Land use and compatibility, urban design,

1 transportation, vehicular circulation, and access to various modes,
2 and coordination with, and protection of surrounding neighborhoods.

3 The PAD document is implementing the goals, policies and
4 guidelines of Plan Tucson and the University Area Plan, Section 3.g.
5 The request to rezone the site to a PAD meets the purpose and intent
6 of the PAD zone and is consistent with the land use direction provided
7 by both Plan Tucson and the University Area Plan, including Section
8 3.g, Helen-Warren station area.

9 Approval of the requested PAD zoning is appropriate, and
10 the PAD document serves as the rezoning conditions for the proposed
11 project. Therefore, no additional conditions are recommended for the
12 Speedway-Campbell P-A-D.

13 As of to- -- as of today's date, April 19th, 2018, there are
14 22 approvals and four protests. The protests outside the 150 are
15 four. And also, there has been received was a petition by Mr. Vitas
16 Sakalas. It was - we received from the Clerk's Office.

17 It was submitted at Mayor and Council containing 223
18 signatures, protesting the proposed development. We also received a
19 letter of support from American Institute of Architects of Arizona.

20 ZONING EXAMINER: Thank you very much, Mr. Beall. Is the
21 Applicant, or the Applicant's representative here?

22 MS. SILVYN: Keri Silvyn, 5983 East Grant Road,
23 representing the ownership.

24 ZONING EXAMINER: Thank you.

1 MS. SILVYN: We're very excited to be here tonight. This
2 project started really back in 2013 with the University Area Plan
3 Amendment. What I want to do is introduce the team that's here.
4 Gonna tell you how we've organized the presentation and then go,
5 meaning go through the presentation, not leave, as Richard has a heart
6 attack over here.

7 So, I'd like to introduce Richard Shenkarow, who is the
8 owner of the project. He and his partnership are - have owned this
9 property for over 20 years. Rick Joy Architects is the architecture
10 firm working on the project. Rick Joy, unfortunately, although he's
11 been very involved in the project, was overseas on a project and came
12 back with a nasty case of the stomach flu. So, we told him to stay at
13 home.

14 However, his team is here. Matt Luck, Colby Ritter and
15 Alvin Purvis are here who have been working on the project. Jim
16 Portner with Projects International, and then Vince Catalano and Brent
17 Crowther with Kimley Horn have been working on the traffic.

18 So, as you know, we're here tonight to ask for a P-A-D for
19 about 2.5 acres at Speedway and Campbell. Hang on. I'm gonna make
20 sure this works. There we go. Gotta point in the right direction.

21 The agenda for tonight, what I'd like to do is give you a
22 little bit of background, and setup for the P-A-D. Matt is gonna come
23 up and talk to you about the highlights of the vision of the project.
24 Jim's gonna walk you through the special studies that we agreed we
25 would do as part of the plan amendment process.

1 Vince is gonna talk you through some of the traffic
2 analysis that he did. I'm gonna come back up and explain the public
3 process that we engaged in. It's very different and much more robust
4 than a normal process for both the plan amendment and the rezoning.
5 And then we'll answer your questions at that point, if you want to ask
6 during the presentation, or we can wait 'til after the public hearing,
7 whatever. Whatever is your pleasure.

8 So, with that, I'm going to go, meaning start the
9 presentation part. So, this property probably needs no introduction.
10 I think whether people are here in support or have concerns with the
11 project, think everybody's in agreement that it's time to redevelop
12 Palm Shadows. It's at the corner of Speedway and Campbell.

13 As I said, Richard has owned, and his partnership have
14 owned it for over 20 years. It is very much an under-utilized piece
15 of property at a major intersection and gateway to the University.

16 In fact, the City, when they did the streetcar, Tucson
17 Streetcar Investment Guide really cited this area and the private
18 property right here as the most under-utilized collection of private
19 property in the metropolitan area, generally, and then specifically,
20 when you look at the amount of transit that's near it.

21 It's also an incredibly uniquely-situated piece of
22 property. These are aeriels from, from all directions. It's at the
23 corner of Speedway and Campbell, which everybody knows. It's
24 completely surrounded by the University of Arizona, Banner, the

1 medical school, two major arterials and then commercial and the U of A
2 on the other side of the arterials.

3 While there are neighborhoods in the area, this is unique
4 in that a lot of areas in town, we've actually developed our
5 commercial on the arterial, or we've developed our residential all the
6 way to the arterial. So, as we're talking about intensifying on
7 arterials, we've got residences right there. This is not that site.
8 This is very, very unique in its immediate surroundings.

9 At the same time, it is central. There's a lot of active
10 neighborhood associations. And so we made a strong commitment to
11 engage, as I said, starting back in 2013. It's also the eastern
12 terminus of the modern streetcar, and a real opportunity to provide a
13 living environment, a mix of uses in a form of development that is
14 seen in other 21st Century forward-thinking cities that we don't have a
15 lot of, if at all yet, in the City of Tucson.

16 It's the convergence of at least ten bus lines, six of them
17 on Speedway, four of them on Campbell. The bus stops are right at the
18 intersection, and there's a number of bus stops close to it. The
19 streetcar is right there. It comes underneath Warren and around, and
20 I'll talk about that in just a minute, Cat Tran, bicycle and
21 pedestrian. And Vince will talk through some of that as well.

22 When the streetcar line and route was being planned, the
23 ownership worked really closely with the City and the FTA, because the
24 FTA was aware, the Federal Transit Authority, was aware of all of the
25 work that was being done in the downtown area along Main Gate, and

1 even at the University, within the University, to intensify. Transit
2 works when there's people and lots of activity near the transit.

3 As I said, this was identified as one of the most under-
4 utilized pieces of private property in this area. And so the
5 ownership was, was interviewed, and they needed to hear, which they
6 did, the desire for a mixed use and intensification of the, of this
7 property, and some of the properties around it.

8 Before getting into the entitlement history, I think it
9 would be really helpful if Richard gave you a little bit of insight on
10 who he is, his experience and, and history in Tucson, and his approach
11 to this project, because, frankly, all the consultants that are
12 involved in this project are involved in the project because of this
13 vision and this excitement. And so I'd like you to hear that, and
14 then I'll come back up and finish the - talking about the P-A-D.

15 ZONING EXAMINER: That'd be great. Thank you.

16 MR. SHENKAROW: My name is Richard Shenkarow, 2049 East Elm
17 Street. I grew up in the Sam Hughes Neighborhood. I was born and
18 raised in the area. I've raised two sons in Tucson, who are still
19 here, and plan to stay here and, and work as they do now.

20 My family, and many members of it, still live within the
21 neighborhood. I live on Elm Street, so it's Catalina Vista and
22 Blenman-Elm I belong to. Other family members live in the Sam Hughes
23 Neighborhood.

24 My personal vision and focus as an owner-developer has been
25 to create a sense of place. These are special places where people can

1 gather, identify, connect to the sense of place, not just somewhere
2 where they come to one store and leave, but actually spend time. An
3 example of this is Casas Adobes up in the northwest at Oracle and Ina.
4 We completely rebuilt that project and created these paseos, these
5 passageways which all are heavily shaded, have water features, etc.

6 Palm Shadows is special to me. It's an opportunity to
7 bring about a culmination in my career worth of work. And I believe
8 it'll really help the region to reach its potential while bringing
9 much needed awesome restaurants and various types of retailers to the
10 site that all the surrounding neighborhoods beyond the University can
11 reach it by walking. I mean we're looking at well over 100,000 people
12 in the surrounding neighborhoods.

13 So, the focus has been creating space for people's sense of
14 identity. The property we purchased over 20 years ago really, as a
15 land bank at the site, always feeling that there was a higher and
16 better use for the property.

17 Recently, someone told me that they had been up to Casas
18 Adobes and over dinner and dessert with friends, they had stopped at
19 one of the fountains and proceeded to hang out for another hour and a
20 half, two hours. And that's what we're talking about is creating that
21 sense of place. And you can see the open plaza areas.

22 I'm personally very excited about this project and to
23 develop this in this region. To create an opportunity to grow
24 sustainably and smart and create great shops and stores that'll give

1 the University of Arizona and the City of Tucson a true gateway.

2 Thank you.

3 ZONING EXAMINER: Thank you very much.

4 MS. SILVYN: So, the planning policies that are, that are
5 important, there's the Plan Tucson and the University Area Plan.
6 They're all outlined very well in the P-A-D, I think, and the Staff
7 report.

8 Ultimately, the Plan Tucson goals and desires is to stop
9 growing out, to start looking at in-fill and diverse living
10 opportunities, putting people near their jobs, creating that urban,
11 that urban environment. And we don't, as a region, want to even think
12 about paving another 300 square miles to accommodate future growth by
13 growing out.

14 We worked very hard in 2013-2014 on a plan amendment to the
15 University Area Plan that would permit this rezoning. We took the
16 extra time on that plan amendment because we knew this was a, this was
17 a pretty profound, substantial, and needed change to our growth
18 pattern in the community.

19 It was, it was almost a rezoning process from the
20 standpoint of the engagement that we entered into, and the amount of
21 work. Usually you stay at the policy level when you're at the
22 University - when you're at that plan level. We really did a lot of
23 extra work at that time to set up the, the, the policy changes to be
24 able to come forward with this rezoning.

1 We informally, at that time, assembled the leadership of
2 surrounding neighborhoods - West University, Feldman's, Jefferson
3 Park, North University, Catalina Vista, Blenman-Elm and Sam Hughes,
4 along with a few others. And we had meetings with them during the
5 plan amendment process to talk about the form of the development and
6 what the neighbors were saying that they wanted to be part of the
7 project.

8 And I'll go through the neighborhood engagement towards the
9 end of the presentation. But what we heard from that leadership was,
10 "We want plaza and pedestrian spaces. We want a building that
11 encourages movement in and around the building."

12 So, a lot of current buildings are built where it's keeping
13 everybody out and creating the pedestrian areas around the building.
14 They really wanted the building to engage, especially to connect from
15 Speedway to the modern streetcar and, and further into Banner.

16 Very, very clear. No group dwelling as a use. And that is
17 precluded in the P-A-D. They wanted more of the restaurants and
18 retailers that have, over the years, they've started to come back now
19 but they've, they've left and gone into some of the outskirts, and
20 they want those uses back in the central area 'cause they want to be
21 able to walk to those amenities rather than having to get into the
22 car.

23 The other big one is the grocery store component, and being
24 able to walk to a, to a grocer and have a, a large grocer on the
25 modern streetcar line. They want a high level of architecture and

1 thoughtful architecture for the building and an urban feel. And
2 really a follow-through with the City's goals of intensifying around
3 the streetcar stops.

4 As we worked through that plan amendment, we talked
5 extensive about these, these height envelopes. And the 20 stories,
6 250 feet was very much a part of that discussion. It's in the plan
7 policies.

8 A lot of the discussions that we had were about setting
9 that back away from the arterials, creating scale and form so that
10 there's still height and an urban feel along the arterials, but the,
11 the high-rise component, the 20-story, some would argue that's a mid-
12 rise in other communities.

13 But the high - we're gonna call it the high-rise component
14 is kind of set back a little bit from that space and more towards the
15 University and Banner. So, the 20 stories at the University Area Plan
16 was identified within an envelope, and no more than 25% of the entire
17 footprint of the site could involve that high-rise component.

18 Again, the idea was, is that it created an architectural
19 element, sleekness, and allow, allow that height and those uses, which
20 the architect will talk a little bit more, but in a confined area, so,
21 it wasn't 20 stories and 250 feet of a block of a building, or right
22 up against the arterials.

23 So, what you'll see in the P-A-D document is that the
24 current - the proposal for where and how we would site that, the 20-
25 story, 250-foot component is less than 25% of that, of that envelope.

1 We also, during the process, worked with the neighborhood leaders to
2 talk about, this is a unique site. It is a unique area.

3 There's not a lot around it, but there is some concern
4 about 20 stories and 250 feet right on the corner. And so we
5 identified those concerns and identified studies that needed to be
6 done at the time we came forward with the P-A-D.

7 Those included the helicopter flight patterns and noise,
8 views, view sheds and privacies and shade and shadow. We committed to
9 doing all of those studies, and we have them as part of the P-A-D and,
10 and it's been part of the community engagement that we've been
11 involved in since the summer of 2017.

12 There was such a great process with the Neighborhood
13 Liaison Group, which is now codified, that in the University Area Plan
14 Amendment, you will see the policy around neighborhood engagement that
15 we actually convene that group. We call them the Neighborhood Liaison
16 Group, which we did during the P-A-D process, and engaged throughout
17 that process.

18 The University Area Plan has six pages of policy. It's all
19 related to urban design, vehicular circulation, land use and
20 compatibility, transit coordination with and protection of the
21 surrounding neighborhoods and very much defines and sets the policy
22 for this height and this form of the building that we're bringing
23 forward to you tonight.

24 We also committed to rezoning to a P-A-D 'cause it gives us
25 that flexibility. The result of all of that work in 2014 was a

1 unanimous approval of the plan amendment process to allow us to come
2 forward to do the studies and to do the work to bring forward this
3 proposal. That was in October of 2014.

4 So, we started this part of the process in 2016-2017. And
5 I'm gonna now turn it over to Matt to talk about the, the vision. Jim
6 to talk about the studies, and Vince to talk about the traffic study.
7 And then I'll come back and just quickly brief you on the community
8 engagement.

9 ZONING EXAMINER: Okay. Thank you.

10 MR. LUCK: Hello. I'm Matt Luck. My address is 400 South
11 Rubio Avenue, Tucson.

12 ZONING EXAMINER: And I'm sorry. What, what involvement
13 are you with the team?

14 MR. LUCK: I'm the Senior Associate at Rick Joy Architects.

15 ZONING EXAMINER: Oh, okay.

16 MR. LUCK: The first image that I wanted to share with you
17 tonight is indicative of a normal Tucson development where there's,
18 parking on one-half of the site and a building on the other half of
19 the property.

20 And this is specifically the kind of project we did not
21 want to produce and develop for the site. We - and in fact, those
22 types of projects really put a lot of (inaudible) lot of priority on
23 the automobile. The project that we would - we're proposing and we've
24 been developing - contrasts with that development.

1 And this is a multi-modal type of project. While there are
2 elements of the automobile, obviously with the parking garage, we
3 prioritize biking, bus riding, the streetcar, pedestrian, walking, and
4 even ride sharing on this property. We also see the project as being
5 highly performative and sustainable. And I'll mention some of those
6 things later in the presentation.

7 And ultimately, part of the success of the project, we
8 also believe is about diverse programming. And as is mentioned in the
9 P-A-D document, as Keri's already mentioned, it has an interesting mix
10 of retail. We talked about grocery, office, living, amongst other
11 things.

12 The first strategy that we wanted to use on the site was to
13 provide a public space. And we call the concept of the front porch
14 the way we approached it. And we thought of this much like Richard's
15 other projects on a larger scale as a destination for students,
16 professionals, for families and for the neighbors who want to come sit
17 and enjoy the project on the site.

18 We also thought it would help develop a sense of community
19 and it provides light and air at the core of the project. It provides
20 shade during the summer, and it provides also porosity to the site
21 that doesn't exist in most Tucson developments.

22 Now along the same lines of thinking, that space would be
23 for the ground level. We also want to create a similar space for the
24 office portion of the project. So, on the floor above that, which I
25 don't know if you can see from your vantage point, there' a green area

1 highlighted in the white box. We're also providing a similar space
2 for the people that work in the building.

3 So, these are places you can go have lunch. It provides
4 more light into the center of the building, which means lower
5 electricity usage for the offices. And it also provides interior
6 balconies for air circulation. It's really about the health and
7 welfare of the people working there.

8 Along the first level, because we're implementing the
9 strategy of the front porch, we also have an opportunity to provide
10 more public interface to the project. And so in the magenta purple-
11 ish color, we're, we're showing where retail, retail space can be
12 developed.

13 And it's not just retail space underneath the office
14 portion of the project, which a lot of multi-functional buildings
15 have, but it's actually retail space on the first level of the garage
16 portion of the project, too.

17 And so, it wraps all three sides - well, not all three
18 sides. Three of the four sides of the project, but also into the
19 plaza space. We think this will be something that's much more
20 engaging for someone walking or someone coming with, you know, using a
21 bike and using the streetcar. Sorry. It'll take a second.

22 The office portion of the building is six stories, and
23 that's, again, facing Speedway. But the garage portion of the
24 building, we've actually lowered a story to five. And that's so that

1 it relates more to the current and future University of Arizona
2 development.

3 We're also cladding the building in a performative skin,
4 which is in the form of louvers. And those louvers are made of a non-
5 reflective (inaudible)-finished material that respond in each
6 elevation to the differing sunlight exposure. Later in the project,
7 I'll share a diagram that explains that a little, in a little more
8 detail.

9 But we didn't just limit the use of this louvering system
10 to the offices and to the retail and to the living part of the
11 building. We're actually using that to clad the garage as well. And
12 what that does besides protecting the cars themselves from sunlight is
13 it's actually a way of mitigating headlights from having light coming
14 out of the garage. Most garages have that issue, I'm sure you noticed
15 in town.

16 We're providing also enough parking on the site, but we
17 don't consider it to be too much parking because we are prioritizing
18 other modes of transportation over them.

19 The next image shows that by lowering the height of the
20 garage's story, we're also, by adding retail around the base of the
21 garage, we also are putting two levels of, at least two levels of
22 parking below grade. And that's to achieve those goals of having a
23 more interactive building and a more pedestrian-friendly building that
24 relates to the University campus.

1 And so this slide is showing that we've - and you can see
2 from the rendering, we've also implemented a historic idea that's very
3 common in the older buildings of Tucson, which is have an arcade
4 around the perimeter of the building. And the arcade protects people
5 from the intense sun that Tucson has, but it also protects you from
6 rain when it's monsoon season. And it provides protection, and a
7 sense of protection from the automobiles, and the sound of the
8 automobile as you traverse around the building and through the
9 building.

10 We've also made sure that the building isn't just an object
11 on the site. And so an example of this will be where the streetcar
12 termination is, you're actually - you can actually move through the
13 garage, and it's a protected space that you can go and access the, the
14 big plaza that's public in the center of the building.

15 And so one of the issues we notice with typical buildings
16 here is they really are like objects, and they have one entry, and you
17 have to go around the building to get to the entry. And if you're not
18 even trying to go to the building, you have to go around the building
19 to get to the building you're going to.

20 And so we really are taking it upon ourselves to make the
21 building as porous as possible so it's not - doesn't impede pedestrian
22 traffic. And for us, that notion is really part of what being a
23 walkable city is. It's making it easier to walk through and around
24 the city and not something that's harder.

1 The high-rise element provides the, the space for the
2 community porches, terraces and covered arcades to occur. We, as Keri
3 mentioned earlier, we've located the high-rise element to the center
4 of the project. And there's a couple of reasons for doing that, but
5 one of the reasons that goes along with being a pedestrian walkable
6 city is that when you are walking around the building and near the
7 building, that element isn't part of your experience. You're actually
8 experiencing a five-story and a six-story structure. And so it made a
9 lot of sense for us to locate the building there because it can also
10 provide shade to the, the plaza space that's down below.

11 There's also a focus for us on high-quality materials that
12 will last a long time and that are durable. It's not something that
13 will be basically destroyed in a, in a few years, which is also part
14 of our sustainable goals for the project. The mixed - the mixed-use
15 development in an urban environment like this also isn't something
16 that is offered in this part of Tucson. And so we see this is
17 something that could be a precedent for how Tucson grows.

18 And as Keri mentioned earlier, I want to share a slide that
19 just shows some of the diverse programs. So, the blue area is showing
20 the multi-purpose space. The pink area is the residential,
21 hospitality. The purple zone in the building is offices. The yellow
22 area is the covered parking. The blue area is grocery, and the green
23 area being retail around the base of the building. And again, no
24 group dwelling units are part of the project.

1 I wanted to share this image with you because I wanted to
2 just briefly talk about the, the louver designs that we're working on.
3 We've been looking at different materials, and so you can see that
4 there are these (inaudible)-finished metals. There's terracotta.
5 We've even looked at things such as stone.

6 But the real goal for this is that it's a high-performance
7 building. And so the east and west exposure are, are much more narrow
8 than the southern and northern exposure. And that's for the solar
9 heat gain, and the benefits you can get from that. And it's also part
10 of getting good views around the city.

11 This is a sectional diagram. On the left, I'm showing the
12 summer section through a typical office space. And on the right, it's
13 a winter section. And so the goal for the louvers is also to, in the
14 summer, provide shading. And it's basically a double-skin project.
15 And so the interior skin is mostly glass. The exterior skin is
16 louver.

17 And so in summer, the sunlight at a higher angle, comes
18 down and isn't allowed into the interior portion of the building. And
19 so the, the heat that's created between the two skins is allowed to
20 exit vertically, much like a chimney would out of the facade of the
21 building.

22 On the other hand, in winter, sun's allowed to come in at
23 the lower angle, and actually can be utilized to heat the interior
24 spaces, which lowers energy usage and also cost for the people that
25 are staying there.

1 One thing that we also don't mention very often is we think
2 that the scale and proportion of the building is really beautiful, and
3 I'm a little biased because I helped create this building. But we
4 actually think that it is a beautiful building for Tucson.

5 Finally, these are some of the more sustainable elements
6 that we've been looking into. And we've been looking at things as
7 diverse as green roofs and, and patios on the roof, solar (inaudible)
8 panels and even geothermal for the project.

9 And these are things as technology is developing on almost
10 a daily basis, these are things we will continue to explore for the
11 project. And we are going to take advantage of the new technologies
12 as they occur on the project as well. Thank you very much. I'd like
13 to introduce Jim Portner.

14 MR. PORTNER: Thank you. Mr. Zoning Examiner, Mr. Beall,
15 good evening. Jim Portner, 10,836 Armada, also representing the
16 property owner.

17 Before I get into the specifics, Mr. Shell, of the special
18 studies, I'd like to make just a few introductory comments that kind
19 of sets the table for them, and where they kind of came from and why
20 we proceeded with them.

21 As you can tell from the comments that Keri and Matt have
22 just made, there's - this is a project with a lot of facets to it, a
23 lot of components, a lot of elements and they're all put together in
24 a, in an integrated whole. One element of that is the high-rise

1 component with its upwards of 20 stories, and its maximum allowed
2 height under the UAP of 250 feet.

3 I think it's very important to stress that that height and
4 that number of stories was not chosen flippantly or arbitrarily. It
5 is essential to the project for a variety of reasons. And so before
6 we get in the studies, I'd just like to articulate some of those.

7 First of all, it's important because it ensures the full
8 complement of the programmatic mix of uses that we need to ensure the
9 project's success. Secondly, as Matt kind of alluded to, it allows us
10 to do a much more appropriate massing along the project perimeter,
11 actually having lower building heights and masses than is allowed
12 under the UAP footprint guidelines.

13 And lastly, that, that 20 stories and the overall project
14 massing allows us to make sure that we can monetize all of the series
15 of amenities that we have been promising to the public since the onset
16 of this project, not the least of which is the overall quality of both
17 materials and architecture.

18 The amenities that we are providing, as Matt mentioned,
19 we've got these permeable perimeter streetscapes, the central plaza
20 area, the sustainability elements that we're examining for
21 incorporation to project. All of these things are necessary and work
22 together as a whole for us, and the 20-story height and the, as I
23 said, the, the programmatic mixes of uses it allows are all essential
24 in making sure that overall program works together and allows us to
25 follow through on the representations we've been making.

1 So, with that in mind, where these studies came from was
2 when we got going on this back in 2013 and 2014 representing the, this
3 project to the public during the University Area Plan Amendment, it
4 became very clear very quickly that of all of those elements, the 20-
5 story high-rise was a very significant one for a lot of people.

6 It received a lot of attention. And there are some for
7 whom this project is all and only about 20-story element and the 250-
8 foot height. Now we don't share that view, obviously, but we do
9 respect it. And we do understand that the, the high-rise element is
10 an important one for this project, and would be a significant addition
11 to our urban landscape.

12 So, with that in mind, we get to the studies that we agreed
13 to do during the University Area Plan Amendment process. So, Mr.
14 Zoning Examiner, you ask people to speak slowly into the microphone.
15 I have a fair amount of material to get through here and, and I know
16 we need to do it at a certain level of detail, and at the same time,
17 I'm gonna try and be concise. And so, hopefully, I find a balance
18 there that answers your questions as we go.

19 The first study that we looked at was the visibility of the
20 project from the surrounding neighborhoods. I would tell you right
21 off the bat, when we did our reconnaissance in all of the surrounding
22 neighborhoods, it would have been as easy as can be to pick about 50
23 or 75 locations, cherry-picked 50 to 75 locations where you cannot see
24 this project at all, even with its 250-foot height.

1 Obviously, that does nobody, nobody any good and is not
2 much of an ethical representation of what might be the reality out
3 there. So, we had to come up with a much more systematic methodology
4 for how we went about representing the visibility of the project from
5 the surrounding neighborhoods.

6 So, if I could walk you through what's on the screen, I'm
7 told we can't use the laser pointer here 'cause it'll obliterate
8 screen.

9 MS. SILVYN: No, it doesn't. It's just that it doesn't
10 show up.

11 MR. PORTNER: It just doesn't show up at all. Okay. So,
12 I'm as best as possible gonna try and talk you through what I'm trying
13 to focus your attention on.

14 So, if you look at the schematic on the left, that is a
15 representation with the red dot being our property site at the very
16 center of the intersection there, pretty much at Speedway and
17 Campbell. We're at the northwest corner, obviously. From there, what
18 we did, the surrounding color-coded areas are the different
19 neighborhood associations.

20 We had struck then from that center point three concentric
21 circles, one at a quarter mile, one at a half-mile, and one at three-
22 quarters of a mile. Three-quarters of mile captured all of the
23 surrounding neighborhoods.

24 Then we went through, you'll see a series of radial lines
25 going around that circle. There's ten, ten-degree separation all the

1 way around the circle. So, now you have a series of intersection
2 points of both concentric circles and the radial lines. We're just
3 trying to split up the pie.

4 Then what we did is go out into the field, and what we
5 found in our reconnaissance throughout all of the neighborhoods, this
6 was consistent. The most open panoramic views that are possible from
7 any area within the neighborhoods is not from people's front yards,
8 back yards or whatever. It's at the intersections of the neighborhood
9 streets. That's where you are furthest separated from any other
10 structures, mature landscaping, and therefore, have the best long-
11 range views.

12 So, what we did, we're looking at these intersection points
13 of concentric circles and radial lines, was then selected those within
14 each neighborhood that was the closest to an intersection of the
15 neighborhood streets. Then we went to each one of those photo
16 location points, there's 15 of them identified altogether.

17 We were able to, using GPS, I don't know how these guys do
18 it, but they're able to locate very precisely within a photographic
19 panorama where the site would be.

20 Looking back, we created a photographic panorama from each
21 one of locations and then we went and did a photo simulation inserting
22 the building volume into that photographic panorama.

23 So, if you look on the righthand side, that's simply a
24 matrix that tells you how many different photo points there were
25 within each of the different neighborhoods. Some have more than

1 others simply because some neighborhoods don't exist within a quarter
2 mile. They only exist within a half mile and three-quarter mile. So,
3 that's why you have different numbers for some of the different
4 neighborhoods.

5 What I'm gonna do now is simply walk you through
6 neighborhood by neighborhood and show you what we, what we found.
7 And all of these studies, Mr. Zoning Examiner, are in your PAD
8 document. They're digital, you can blow them up. I'm just gonna very
9 quickly go through each of them now.

10 What you see there is the building outline and the dashed
11 white line. We inserted it into every photographic panorama, whether
12 you could see the building or not, just so you'd know within that
13 panorama where it would be located.

14 So, there we are within Jefferson Park. It is obscured.
15 There we are within Catalina Vista looking back on the three-quarter
16 mile out photo. You just barely see the upper portion of the high-
17 rise. And Blenman-Elm, three-quarters of a mile out, it's obscured.
18 Half mile out, you see a portion of it. And at quarter mile, you see
19 the upper reaches.

20 Catalina Vista, Blenman-Elm where they overlap. This is
21 just north and east of the Arizona Inn. It is obscured. Looking at
22 three-quarters mile out within Feldman's, it's obscured. Within North
23 University, it's obscured. From Rincon Heights, south of the
24 University, obscured except for the northern portions. And within Sam

1 Hughes, the three-quarter mile out and half mile out, it's essentially
2 obscured.

3 And the bottom photo there is the most visible example we
4 found of the, the building from any of our surrounding neighborhood
5 areas. If you look there, there's the Aloft Hotel, and just to the
6 west of it, over the mature landscaping you do clearly see the upper
7 reaches of the building.

8 Beyond that, we had further feedback from the neighborhoods
9 and from the Neighborhood Liaison Group. Our findings basically in
10 terms of overall visibility from the neighborhoods themselves, it is
11 marginal. What we really found, though, was something similar with
12 respect to what I had mentioned about the clearest visibility from
13 those neighborhoods being public street intersections.

14 The public asked us to look at the visibility of the
15 project from our major arterials. And this is where you do have much
16 more visibility of it. So, we did the same thing, striking three
17 concentric circles at a quarter mile, half mile, and three-quarters of
18 a mile.

19 And from each street, we did a series of photo simulations.
20 These are not in your PAD document, Mr. Zoning Examiner, because this
21 work was done after we had submitted the PAD document as an additional
22 thing just to respond to neighborhood concerns.

23 So, here we are on Speedway east of Campbell. So, the
24 first one in all of these, the top one will be three-quarters of a
25 mile out. You see just barely in the distance. And then as you get

1 closer, half mile at Tucson Boulevard, quarter mile at roughly Plumer,
2 it clearly rises up on your right.

3 Now you are on the west side of Campbell going through the
4 U of A campus. Again, three-quarters of a mile away. You're about at
5 Park and Tyndall, and you can see clearly. And it gets larger as you
6 proceed eastward to where the bottom one is there at Cherry, clearly
7 visible.

8 Now on Campbell Avenue coming north. So, the first slide
9 there is south of East 5th Street. Some - barely visible in the
10 distance. The center photo, obscured by existing landscaping and
11 trees. And then as you get a quarter mile away, it clearly becomes
12 visible.

13 And then lastly, coming south on Grant Road, you're about a
14 quarter mile there south of Grant on the top photo, pretty much at Elm
15 Street on the middle one, and a quarter mile away around Adams. And
16 you can see it clearly on the righthand side of the photo.

17 So, that pretty much wraps up our visibility analysis for
18 this. And our photo simulations, you know, our basic conclusion there
19 was from the neighborhoods proper. Visibility is marginal from the,
20 from the major arterials. And for motorists, it will pretty much be
21 clearly visible, especially as you get closer to it.

22 The next item we were asked to look at was privacy
23 considerations and the potential for people in the upper reaches of
24 the high-rise to be able to invade the privacy of the surrounding
25 neighborhoods.

1 Our methodology for that was to, if you look at this
2 schematic, the darkest grey portion there is the high-rise tower.
3 We've defined the center point there and then at - the client hired a
4 drone photographer to put the, the drone at 85 feet, 165 feet, and
5 250-foot, the top height of the building. And then in all eight
6 directions of the compass, took photos in each of those directions, so
7 we could see what you could see, basically.

8 These are extremely high-resolution photos. So, again,
9 digitally available in your PAD document. You can blow them up as
10 much as you want. I'm not gonna go quick. I'm gonna go - spend a
11 little bit of time on the first few, because those are the one which
12 you actually have some neighborhood visibility, or neighborhoods are
13 visible in the panorama.

14 As you go around to the south and to the west, you're
15 basically looking at the campus. So, I'll quickly go through those.
16 So, for all of these, the lowest photo, 85 feet, will be on the left.
17 The middle photo will be 165 feet, and the tallest photo will be on
18 the right at 255 feet.

19 Looking north, you're just basically looking at Banner
20 University, and Arizona Health Sciences Center. Jefferson Park is way
21 in the distance. Looking to the northeast, Blenman-Elm. Similarly,
22 way in the distance. Looking straight east, or excuse me, Catalina
23 Vista, looking northeast. And then Blenman-Elm looking straight east.

24 What we found, basically, in our conclusions here was, one,
25 the physical distance horizontally between the project and the

1 neighborhoods is so significant that it makes anything - any
2 visibility really marginal, at best. And secondly, what we found was
3 the degree of existing mature landscaping and intervening structures
4 is just incredible.

5 Even within a desert city within an established
6 neighborhood, there is just an incredible amount of plant material
7 that for all intents and purposes, significantly minimizes any
8 potential for invasion of privacy or sighting into people's private
9 spaces, windows, etc.

10 If you look to the southeast, then, same, same basic
11 conclusion. There in the foreground is the Aloft Hotel, and you see
12 the distance between our tower and the Sam Hughes Neighborhood. So,
13 then just quickly running around to the south, we're looking at the
14 U of A, southwest U of A. Looking west, U of A. Northwest, you've
15 got some visibility into the outlying neighborhood, and that's about
16 that.

17 Next item, I'm gonna kind of bundle these together. You're
18 supposed to look at shade, shadow and reflectivity. And they're all
19 kind of in the same category because they're all dependent upon the
20 same thing, which is the movement of the sun, which is perpetual.

21 One of the difficulties we have here is trying to
22 illustrate with static graphics a phenomenon that is constantly in
23 motion. But what you do is pretty much standard stuff. You look at
24 three dates of the year, the winter solstice, the summer solstice, and

1 the equinox which occurs twice per year. And you do a complete shadow
2 pattern of what your building massing would create.

3 So, the methodology of these is, has some limitations, one
4 of which you're able to put in the massing and height, etc., of your
5 building, but it does not make any allowance whatsoever for the
6 external buildings, landscaping and any other intervening structures
7 outside of your building itself. So, basically, it treats all of that
8 area as being as flat as your tabletop.

9 So, in many respects, this is a gross over-estimation of
10 what the actual shadow patterns would be for all of these dates simply
11 because much of the shadow will be diminished, if not wholly
12 eliminated because there are, in fact, a whole series of structures,
13 buildings and mature landscaping outside of the building itself.

14 That being the case, we just took the very conservative
15 approach here and showed you if there was nothing else, that is how
16 far the shadow patterns would extend at these three key dates
17 throughout the year.

18 Same basic reality applies to reflectivity. The models do
19 have some limitations, one of which is that it treats the building as
20 a perfect reflector. In other words, it treats it like a mirror.
21 We're not designing a mirror. These guys don't use reflective glass.
22 But nonetheless, the model treats it that way, and so it gives you a
23 truly worst-case scenario.

24 We did it for the same three key dates throughout the year,
25 winter and summer solstice and the equinox. We did it under two

1 scenarios. The top series of photos shows you the potential
2 reflectivity, again, on a flat surface around the building, with no
3 louvers whatsoever, no outer skin, as Matt had described we will be
4 using on this project.

5 The lower series of model generations indicates what the
6 reduced level of reflectivity is with the louvers in place. And as
7 you can see, there is a significant reduction, and again, still
8 assuming that there's nothing else built structure-wise or
9 landscaping-wise around our project, still is a very reduced level of
10 reflectivity.

11 Last item we looked at was, or required to look at, and did
12 look at was the acoustic ramifications of helicopter flights going
13 into the Banner University Medical Center, as a result of now our
14 project being introduced into the landscape.

15 So, just a little bit of history. On the left was the
16 established former flight patterns going into and out of the emergency
17 helipad. Right now, there is, on the right, a newly-adopted flight
18 protocol based upon all of the construction that is, in fact, going on
19 at Banner University Medical Center and within the Arizona Health
20 Sciences Center.

21 So, as you can see, the corridor, if you - try to orient
22 you. There is a small asterisk at the very northwest corner of
23 Campbell and Speedway. That is where our high-rise element would be
24 located. So, theoretically, we have no impact on the flight patterns
25 coming in and out because their entire corridor is to the west of us.

1 That being the case, I think everyone knows that when the
2 helicopter pilots are bringing in someone who is in urgent need of
3 care, they need to come in however they need to come in order to get
4 that patient into the hospital.

5 So, we asked our acoustic analysis (sic) to look at what
6 the acoustics would be under the worst-case scenario with our project
7 being there. They defined that worst-case scenario would be the one
8 if they came in from the south and went directly over the top of our
9 building.

10 And after running the numbers on that, they found the
11 following with respect to those four points. If you can see, there's
12 four yellow circles to the east and southeast. Those represent the
13 four nearest occupied residences - or, no. The four nearest
14 residences, period, whether occupied or not occupied. We, again,
15 looked at the worst-case scenario.

16 After running the models on that flight pattern over the
17 top of the building, they found that the existing condition is a 70-
18 decibel result. With our proposed building in place, that would
19 increase to a 71-decibel result. One decibel is imperceivable by the
20 human ear. So, for all intents and purposes, there is no difference
21 between the existing condition and the proposed post-development
22 condition.

23 Lastly, before we get onto traffic, we didn't have a slide
24 for this. But one of the other things that we were supposed to look
25 at was the drainage aspects of the project because historically, way

1 downstream, the Jefferson Park Neighborhood used to get flooded on a
2 regular basis.

3 That, we did look at, and there is an extensive section
4 within our document that covers that. I can simply tell you that
5 there's absolutely no downstream impacts on this project to Jefferson
6 Park or anybody else downstream because it is 100% impervious surface
7 now.

8 It will actually be a little bit less impervious surface
9 with the landscape areas that we are introducing into the project, as
10 well as the water harvesting elements that we're introducing. So,
11 drainage is not an issue.

12 And that pretty much wraps up the studies. I hope I've
13 covered them in sufficient detail for you, and did it in a relatively
14 timely way. So, with that, I'd like to bring up Vince. Here you are.
15 Vince is just gonna talk you through some of the traffic realities of
16 the project, and then Keri will be back up to wrap up.

17 ZONING EXAMINER: Thank you.

18 MR. CATALANO: Mr. Zoning Examiner and Mr. Beall, -

19 ZONING EXAMINER: Oh, you can call me Mr. Shell.

20 MR. CATALANO: Mr. Shell. I'm Vince Catalano with Kimley
21 Horn, and I'm here this evening to explain to you what we provided for
22 our traffic analysis. I'm gonna cover three items.

23 The first item, we'll look at the existing conditions and
24 the significance of this particular site. Second, we'll look at

1 overview of the traffic study, and three, the recommendations from the
2 traffic study.

3 The first one, this site - one thing which is a big benefit
4 is its existing transit-oriented development. Right now, we're at the
5 terminus point of the modern streetcar, and also any future
6 development of the modern streetcar would go north to the Foothills,
7 or south to the airport.

8 So, again, it's a significant location to be doing a
9 development for any future transit modern streetcar development, plus
10 now we're at the end - beginning of the modern streetcar. And I think
11 that was over a \$200 million investment for the City.

12 Two, we are existing bus service. We have over ten lines
13 here. We have express lines along this route of Speedway and
14 Campbell. Three, we have Cat Tran, which is used by the University of
15 Arizona students. And it circulates in this area. So, the existing
16 condition of transit is pretty beneficial right now.

17 From the perspective of bicycle and the bicycle community
18 and bicycle access, we are located between two bike boulevards. The
19 first bike boulevard is at Copper and Flower, and it goes east-west.
20 And the second bike boulevard is at 3rd and University, which is south
21 of this development. So, we right between two major east-west bike
22 boulevards.

23 Also, we have Mountain Avenue which is a designated bike
24 route with a significant number of improvements for bike facilities
25 along that roadway. There's also bike share in that area. So, from a

1 bicycle perspective, we also have access under the underpass to get
2 under Speedway. From a pedestrian standpoint, this location has a
3 significant infrastructure already.

4 If you looked at the access from the University of Arizona,
5 we have the Warren Underpass. We have the Cherry-Speedway signal
6 which is within a quarter mile. You have the Speedway-Campbell
7 intersection which was in the quarter mile. And then you also have a
8 pelican, which is a split signal for pedestrian access four blocks
9 north of this.

10 So, if you were coming from any direction, the most you
11 would have to walk in any direction would be less than two blocks to
12 have pedestrian access to cross the street and come to this
13 development. So, the infrastructure for pedestrians is pretty
14 significant in this area.

15 The development will be pedestrian-oriented and bike-
16 oriented, also taking into consideration some of the new technologies
17 with Lyft riders and Uber drivers. So, that's something they're
18 taking into consideration with this design.

19 Now to discuss the traffic analysis that we did. We did
20 national standards. We basically looked at the existing conditions.
21 We actually did counts, vehicle counts back in 2012. And then we
22 actually did vehicle counts in 2015. And we looked at all the volumes
23 of traffic in the area on Speedway and Campbell.

24 And then we also looked at passerby trips and we take, take
25 into consideration the Banner University Medical development. And we

1 looked in how - they forecasted in their PAD documents of where
2 they're going in the future. So, we took the numbers and analysis of
3 their future build-out development and put it into our numbers for our
4 develop- -- of our traffic study.

5 We looked at the U of A and then their planned development
6 for the future and looked at what buildings they would be building,
7 and the trips they would be - how they would be impacting this area in
8 the future.

9 And we took those numbers with the mixed-use development
10 that we're provided, but we also looked at, with our development, we
11 looked at the most intense use with regards to traffic volumes, and we
12 put that into our modeling. We did synchro modeling for this, and we
13 determined certain recommendations.

14 And the recommendations for the project consist of
15 immediately close to the site at Helen and, and Martin. We're
16 reconfiguring that intersection by putting a four-way stop sign, or
17 just a small traffic circle. Then we looked at improving Helen and
18 Cherry Avenue, adding 150 left-turn lane, and restriping to add 120
19 feet of dedicated right-turn lane.

20 Then we looked at Cherry and Speedway, and we're increasing
21 the left-turn capacity and the right-turn capacity. The other thing
22 that's a benefit that's going on right now with the Banner project is
23 that they're rebuilding the Elm-Campbell intersection. We're actually
24 improving the ring road, making it at a better orientation to allow
25 traffic to back up in, in Banner, on the Banner property.

1 And then we've added two - they're added two left turns
2 heading eastbound to northbound to push the traffic north away from
3 Elm Street, the west side - or the east side of the intersection.
4 They also improved - added a right-turn lane at the Elm Street-
5 Campbell intersection to, to make sure that they have better capacity
6 to get people back onto Campbell and away from into the neighborhoods.

7 The last thing we looked at was the Campbell and Speedway
8 Boulevard. And we made recommendations for adding a dual left turn,
9 additional stacking (inaudible) and so forth. We're also familiar
10 with the City working on right now some issues to make it safer for
11 pedestrians by looking at doing some protective phasing at that
12 location.

13 With regards to Speedway and Campbell, a lot of that
14 probably would be funded through the traffic impact funds that this
15 development would generate. This, this development would generate a
16 significant amount of traffic impact funds that that money could be
17 used in, in this area for improvements.

18 In closing, the traffic study and recommendations have been
19 approved by the City of Tucson Transportation Department. And at this
20 time, Keri will cover the public process that we've been going
21 through.

22 ZONING EXAMINER: Thank you very much, Mr. Catalano.

23 MS. SILVYN: So, Staff did a great job, actually, on page
24 seven of your Staff report, in outlining the public outreach, the plan
25 amendment as well as the, as the rezoning.

1 So, what I did was I provided to the extent that we could
2 put together dates. I have a calendar that seems to delete certain
3 meetings if they're far enough back in time. So, we created a slide
4 for the - this is a plan amendment, again, that ended in 2014.

5 The plan amendment process requires one fully-noticed
6 neighborhood meeting. What you'll see from the slide is in addition
7 to the presentation (inaudible) the individual neighborhood meetings.
8 During that process, we had a total of nine meetings, including two
9 fully-noticed neighborhood meetings.

10 So, as we were developing the policies, which again was
11 more of the meet, the rezoning has really been the implementation of
12 the policies. As we were talking about the policies, which is really
13 the change in direction for urban development, we were, we were
14 incorporating a lot of the comments from the neighbors. And so, the
15 request was to do, and we wanted to do it, that second fully-noticed
16 neighborhood meeting.

17 So, a substantial amount of outreach. I'm not gonna go
18 through all of the dates and everything that was involved in that.
19 This is the outreach that we did during the rezoning in the Planned
20 Area Development which included pulling back that Neighborhood Liaison
21 Group, as I said before.

22 And here, again, we did one fully-noticed neighborhood
23 meeting was required. We had seven official meetings either with the
24 Neighborhood Liaison Group or with neighborhood associations as we've
25 - as we went out and, and talked, and tried to get feedback.

1 The other couple unique things. What this doesn't
2 represent is a lot of the individual meetings that we had, people who
3 were interested who wanted to understand the project better had
4 meetings with any of our project team members.

5 We also were asked - at some point during the process,
6 people were asking us for information. And we either had to invite
7 them to one of the presentations or hand them the 300-page P-A-D
8 document.

9 So, the ownership did something that, I'm not sure in the
10 20 years that I've been doing this, I don't think I've ever seen this,
11 which is created a website that was specific to the information
12 related to the P-A-D. So, we have a website. It went up earlier this
13 year, around February-March. It's Speedway-Campbell Gateway.com.

14 And it provided an opportunity for people to go see those
15 studies, to maneuver those studies on-line, as well as understand the
16 project vision, all - we pulled out the kinds of things. There's an
17 FAQ's, tab, it's all the stuff that we were questions on that it was
18 taking a lot of time, and I didn't want to have to keep handing out a
19 300-page document. So, a lot of great comments from people that the
20 informa- -- and it was fac- -- it's the factual information that's in
21 the P-A-D was on that website.

22 February through April time period, we had a lot of
23 meetings with, with a bunch of individual people. The bottom line was
24 the ownership, and you heard Richard say this early on, really had a
25 commitment and continues to have a commitment in making sure that

1 people understand this project, engage with people who want to
2 understand the project.

3 And we've been willing and continue to be willing to meet
4 with anybody who is concerned. We've met as recently as last week
5 with some of the leadership of Sam Hughes that continue to be
6 concerned with a number of issues I'm sure you'll hear tonight,
7 including the 20 stories and the 250 feet. And had discussions,
8 explained the studies, all of that.

9 At this point, I think it's fair to say that the concern
10 that's left in the room is really a question of, does Tucson go the 20
11 stories and 250 feet and create this urban lifestyle, or are we going
12 to stay short and continue to grow out?

13 And that's really - my estimation is that public policy
14 debate took place back in 2013-2014. But that is coming, coming
15 forward tonight as a level of concern. And we're happy to address
16 that.

17 At this point, we're done with our presentation. Happy to
18 answer any questions you have now or happy to just come up after the,
19 the public hearing.

20 ZONING EXAMINER: I think I might just ask a couple of
21 questions I have so that hopefully they might be the same ones that
22 some of the neighbors might have, and we can maybe quell some of the
23 questions if, if I can address just a couple of key issues.

24 Right now, with what you just addressed, since you're
25 standing there, you mentioned the website that they created, which by

1 the way, is genius. I've never seen that either. So, I thought
2 kudos.

3 On the website, I know you said it has the PAD document.
4 Did you also include all of your neighborhood minutes, and summary of
5 all your meetings so that other neighbors could see that there has
6 been a process?

7 MS. SILVYN: We did not. We talk about, there's a process
8 timeline, and it talks about the process. And then we grabbed out the
9 FAQ's, the frequently asked questions from those neighborhood
10 meetings, and there's an FAQ's page. We didn't have the raw summaries
11 of those meetings. Those were also available in the, in the Staff
12 report, and the other things on the City website.

13 So, this was meant to kind of supplement and maybe be
14 easier to navigate than the City website. But we did not, we did not
15 actually put up the, the raw summaries of each of the meetings.

16 ZONING EXAMINER: Okay. Let me see if I have questions for
17 you. As usual they're gonna be architectural. Just kidding.

18 MS. SILVYN: You don't want me playing architect or traffic
19 engineer.

20 ZONING EXAMINER: No. That's all the - that's the only
21 question I had for you. So, I guess, I had a couple of questions.
22 Mr. Matt Luck?

23 MR. LUCK: Yes.

24 ZONING EXAMINER: Do you mind if I ask you just a couple of
25 questions?

1 MR. LUCK: Not at all.

2 ZONING EXAMINER: A, I thought it was a beautiful
3 presentation. And I do think it's a beautiful building. I think you
4 did a wonderful job designing it. It shows creativity and uniqueness.
5 But I am curious.

6 You made a statement that you said early on that your
7 outside double-skin design would help not only shield the exterior
8 light from coming into the building, but it also would shield the
9 headlights from leaving, -

10 MR. LUCK: Uh-huh.

11 ZONING EXAMINER: - which I thought was very cute. I mean
12 that's a good idea. But then when I saw your section, -

13 MR. LUCK: Uh-huh.

14 ZONING EXAMINER: - headlights are gonna just go right
15 through your louvers.

16 MR. LUCK: Yeah.

17 ZONING EXAMINER: You have a different design for that
18 area?

19 MR. LUCK: Is this on actually? Okay. Yeah. So, this is
20 something I should have mentioned. Each façade and exposure has a
21 different design and a different louver orientation. So, for
22 instance, on the east and west side, the louvers are vertical and
23 tilted a bit because of the solar angles. The southern side is
24 horizontal.

1 But, for instance, the, the garage area, we haven't fully
2 designed it as it's early in the process of exploring these things.
3 But we will probably do something that's horizontal that's tilted in
4 the other direction that doesn't allow for the lights to come - and
5 we've even talked about doing supplemental types of shielding around
6 those areas, but that's the goal. It's really for the louvers to
7 provide the solar protection, but also to provide protection from the
8 headlights coming out of the building, which also is a nuisance.

9 ZONING EXAMINER: Well, I would just say, you identified
10 one of the big issues I had with your original design when I saw it,
11 until I heard you actually say this.

12 MR. LUCK: Yes.

13 ZONING EXAMINER: So, my first inclination would be I'm
14 assuming then you'd be okay with me putting some sort of condition
15 that you could address in the PAD, and -

16 MR. LUCK: Well, that's -

17 ZONING EXAMINER: - specifically address this issue and
18 maybe do another diagram to actually lock that idea down so that
19 future designers would know?

20 MR. LUCK: Sure. Yeah.

21 ZONING EXAMINER: Okay.

22 MR. LUCK: I mean that's something that the ownership would
23 have to agree to, but that's the architect, of course.

24 ZONING EXAMINER: Uh-huh. No, I understand.

25 MR. LUCK: We have no problem.

1 ZONING EXAMINER: And then as we're talking architecture
2 here, you made another statement where you mention that the retail was
3 gonna be going around a lot of the other parts of the building,
4 including under the garage area.

5 MR. LUCK: Uh-huh.

6 ZONING EXAMINER: But then you also said that, "I know that
7 it's a two-story garage below grade."

8 MR. LUCK: Yes.

9 ZONING EXAMINER: So, I'm kind of curious how that's gonna
10 work with the retail kind of sandwiched in between. And, and if one
11 of you want to come up to the mike and address that after I get done
12 with his questions, that would be fine, too.

13 MR. LUCK: Yeah.

14 ZONING EXAMINER: That way we speak into the mike.

15 MR. LUCK: Yeah. I'd be happy to say we haven't, we
16 haven't designed the, fully, the circulation pattern for that -

17 ZONING EXAMINER: Okay.

18 MR. LUCK: - yet at this stage. It's something that we
19 have, we know we can achieve that. We're having the garage above,
20 obviously, and the garage below. And there will be a way of get- --
21 of accessing the lower level from the - from that street space.

22 ZONING EXAMINER: I just thought it was a wonderful idea
23 'cause it doesn't create a dead side of a building -

24 MR. LUCK: Well, that's -

25 ZONING EXAMINER: - which is always nice.

1 MR. LUCK: Right. Exactly. And, and obviously, we're
2 gonna - the goals that I've been presenting to you we're gonna move
3 forward with and, and make these happen. But that is something that
4 requires a deeper study -

5 ZONING EXAMINER: Okay.

6 MR. LUCK: - from a functional planning standpoint to the
7 garage.

8 ZONING EXAMINER: Wonderful. And then the only other
9 question I had for you, and maybe this would be better for Mr.
10 Shenkarow and Mr. Portner.

11 MR. LUCK: Uh-huh.

12 ZONING EXAMINER: But I, I did - I've heard you say several
13 times now, five and six stories, depending on whether it's Campbell or
14 Speedway.

15 MR. LUCK: Uh-huh.

16 ZONING EXAMINER: I saw your renderings, and I counted
17 floors. And, yes, you are correct. It's five or six stories,
18 depending on where you are. But when I look at the zoning envelope -

19 MR. LUCK: Uh-huh.

20 ZONING EXAMINER: - in the PAD, it's identified as 12
21 stories or 10 stories. So, I'm just kind of confused, which one is
22 it?

23 MR. LUCK: I don't -

24 ZONING EXAMINER: And -

25 MR. LUCK: I think that's a question for -

1 ZONING EXAMINER: Yeah, maybe that -

2 MR. LUCK: - Jim, but -

3 ZONING EXAMINER: Yeah, 'cause - and that was the last
4 question I had for you, so, that's convenient.

5 MR. LUCK: All right. Great. Well, thank you.

6 ZONING EXAMINER: Wonderful. So, I'd like to ask Mr.
7 Portner to come up to the mike and, and maybe if you could handle that
8 question.

9 MR. PORTNER: Mr. Shell, thank you. Yes, we've written the
10 PAD so as to allow flexibility because of the fact of all of the
11 attention that has been given to the 20 stories and the 250-foot
12 height. It is clearly our preference to have that building envelope
13 and having much better transition of the perimeter building down to
14 the streetscape.

15 However, the PAD is written such that if people start
16 playing with the height of the tower, and we need flexibility in order
17 to make up. And frankly, that is a road we'd really rather not even
18 go, go down because it starts to mess with the whole proportion of the
19 building, and the interface of it with its surroundings.

20 So, we think we have a much better proportion and massing,
21 that better articulates that transition down to street level. But we
22 did need to leave ourself the flexibility within the PAD document
23 based upon where we land.

24 ZONING EXAMINER: Well, that - you've brought up some
25 really interesting points. And there are things that have been going

1 through my mind as I've been reading the PAD and just kind of
2 digesting it over these last couple of weeks, actually, 'cause it is a
3 complicated project. There's just a lot of components to it.

4 I'm a little bit concerned, though, that the PAD still
5 needs to be an enforceable document for the plan reviewers in the
6 future when projects start coming in and the development starts taking
7 shape.

8 So, if I understood you correctly, you're trying to provide
9 flexibility for if the building overall height of the tallest part
10 starts to drop, you could then make up your square footage and start
11 raising the perimeter and adding the heights to achieve a 12 or a 10-
12 story perimeter building.

13 MR. PORTNER: And have, have the flexibility to look at
14 that and see if it's feasible and seeing if it works. I would also
15 tell you that we wrote into the PAD an, an element at the very end,
16 thanks to Staff's input on this that there will be continued
17 involvement by the Neighborhood Liaison Group into the final design
18 stage so that whenever we come forward with our final plans, we don't
19 have the luxury of just trotting on down to Development Services and
20 submitting them. We've got to have another meeting, or at least
21 one, -

22 ZONING EXAMINER: Right.

23 MR. PORTNER: - with the Neighborhood Liaison Group. Walk
24 them through everything we're doing and demonstrate its compliance
25 with the tenets of the PAD.

1 ZONING EXAMINER: You answered my question. Thank you, Mr.
2 Portner. And before I ask the next gentleman to come up, I just gotta
3 take a few notes while it's in my head or I'll forget. Feel free to
4 talk amongst yourselves.

5 Okay. I'm gonna go ahead and continue, if you don't mind.
6 I try to write as fast as I can, but it's better than hearing me
7 clicking on a computer. I only had one other question, and that had
8 to do with the helicopter noise. So, I don't know who would like to
9 answer that. Would you like to, Mr. Portner?

10 MR. PORTNER: I'll do my best. (Inaudible)

11 ZONING EXAMINER: Well, it's gonna be pretty elementary.
12 Look who's, look who's asking the question. A, how did this subject
13 come up?

14 MR. PORTNER: It came up just because during - this goes
15 back to, again, the plan amendment.

16 ZONING EXAMINER: Right.

17 MR. PORTNER: And as Keri mentioned, we had neighborhood
18 representation from all of the surrounding neighborhoods. This has
19 been an issue in Jefferson Park and Blenman-Elm and Catalina Vista for
20 a long, long time. So, folks just were generally concerned.

21 We were coming, frankly, right off of Keri and I having
22 worked together on the Banner project, another big building going up,
23 what was gonna happen with the helicopter. So, it was kind of on
24 everybody's mind. And then we came along with -the plan amendment
25 for this tall building, you know, somewhere near the flight path.

1 Please look at it. So, it was really just part of the ongoing
2 conversation, and it made sense to just incorporate it as part of our
3 analysis.

4 ZONING EXAMINER: Okay. Well, I could certainly see why
5 you would want to discuss it, but I just didn't see how it would
6 affect acoustics, other than bouncing off the building.

7 MR. PORTNER: The only way you can refute it is to do a
8 study, so -

9 ZONING EXAMINER: We love studies. So, thank you very
10 much. I have no further questions for the Applicants at this time.
11 So, what I'd like to do is if I could see a show of hands just so for
12 time management purposes, I see how many people are here to speak in
13 favor. Wonderful. Thank you very much.

14 With that in mind, I'm gonna go ahead - would you leave
15 your hands up here, 'cause I kind of start from the beginning of the
16 room and just move my way back, and I start with ladies first. So,
17 I'm gonna start with you in the white and the nice glasses.

18 MS. BONSALL: Nancy Bonsall, 1802 East Helen Street. I'm
19 here this evening to voice my support for the redevelopment of
20 Campbell and Speedway. I'm here as an advocate and a resident with
21 deep personal ties to this neighborhood.

22 My family has lived in the Sam Hughes Neighborhood since
23 the early 1940's when my parents immigrated from Canada. I want the
24 best for Tucson, and our community. And this project definitely
25 delivers.

1 This project will be much needed facilities and new
2 amenities to the University and nearby neighborhoods, lessening the
3 need for longer automobile trips. This project has world-class
4 architectural quality for Tucson to be proud of. This project has a
5 sustainable design and an in-fill to protect the urban environment.

6 Also, the developer of this project has proven over and
7 over and over again the ability to deliver pristine projects to
8 Tucson. I stand with the progress on this project that it will
9 deliver to the University and to Tucson, what we need. Thank you.

10 ZONING EXAMINER: Thank you. Could we have our next
11 person?

12 MR. GLICKSMAN: I have to leave, so, thank you very much.

13 ZONING EXAMINER: No, that's fine. And you know, also,
14 does any - let me ask one question 'cause this will save you all from
15 losing your cars tonight. Is the City Clerk - can she hear me? Did
16 we contact the parking garage?

17 CLERK: I'll call them.

18 ZONING EXAMINER: Would you? I've learned the hard way,
19 so, your cars won't be held hostage, but I have a great car sale
20 afterwards. Okay. So, didn't mean to interrupt.

21 MR. GLICKSMAN: Oh, no problem. Elliot Glicksman. I live
22 at 171 Sierra Vista Drive in Catalina Vista. I've lived there for 28
23 years. My wife and I walk through these neighborhoods frequently. We
24 use the transit frequently.

1 First, I want to say, I appreciate that it's a local
2 developer doing this, not an outfit coming in from Memphis. Someone
3 who lives here, who's gonna have to be here, look at it, live with the
4 consequences of it, and really puts a lot of heart into it. And I
5 also agree with the last speaker about his other developments like
6 Casas Adobes.

7 Secondly, this is - if we're not, you know, it seems to be
8 like this is the perfect area to do this. This is a big commercial
9 corner with an eight-or-nine-story hotel on one side, and eight-story
10 Banner. It's a busy corner. And it seems like we shouldn't be
11 limited because of the scope of to say: Well, that, that has to be in
12 a six-block area of downtown Tucson.

13 We don't want sprawl and, and if you, if you don't allow
14 the density in the city, the farther people move away, the less likely
15 they are to use mass transit. They're not - this is a half a block
16 from Helen and, and Warren stop. So, I look forward to this as a, a
17 place to go. This is a perfect corner for it, and I fully support the
18 project. Thank you.

19 ZONING EXAMINER: No. Thank you very much. Okay. Who
20 next (inaudible) in the glasses.

21 MR. MILLER: Mr. Shell, Mr. Beall. I'm Robert Miller. I'm
22 the President of AIA Arizona. I'm a professor and the Director of the
23 School of Architecture. I'm a member of the University of Arizona
24 Planning & Design Review Advisory Committee. And for two years, I was
25 a resident of Catalina Vista between 2010 and 2012.

1 Although I think I can hardly do better than the previous
2 two speakers, and because you have my letter on file, I will at least
3 summarize my points.

4 First of all, the project is a high-quality project that
5 will contribute not only to the area but to the city at large. In
6 terms of transit, it adds an important component at the eastern
7 terminus of the streetcar that will serve the grocery. The retail
8 areas will serve people living all along, anyone who can get to the
9 streetcar will be able to get here and use these facilities.

10 In terms of a model for urban living. We all know that we
11 need a denser, more walkable, more urbane environment if we're gonna
12 have a post-carbon city in the future. This project provides walkable
13 streets, shaded areas, retail at the street, such parking as it
14 provides is either underground or, or screened. It's, it's a great
15 model for that.

16 In terms of sensitive in-fill, it's, it's orchestrated
17 massing of building up the heights and hiding the tall building away
18 from the street is impeccable. As, as commented by you, Mr. Shell, it
19 is a beautiful building with graceful proportions.

20 On the concern about the building being too high, I think
21 we have to be compassionate with people who are concerned about this.
22 If we look at the factors, the shade, the reflection, such noise, I
23 think it's really true that those are not gonna impact the quality of
24 life in the neighborhoods.

1 I think the reason it's scary is 'cause it's so different.
2 But if we're gonna embrace this new urban future, we need to do this.
3 And as the last speaker said, this is the right place to do it.

4 Lastly, I want to emphasize that the, the firm that's doing
5 this, while it's a local firm, is a world-class firm. They are the
6 best there is, and we are really lucky to have a design by this office
7 with a quality of construction this good in Tucson. Thank you.

8 ZONING EXAMINER: Thank you very much. Yes, yes, yes.
9 Here, here. It's okay to applaud. Okay. Who's next? Yes, right
10 next to him.

11 MR. HOTCHKISS: Thank you. Mr. Beall and Zoning Examiner,
12 my name is Randy Hotchkiss. I live at 1945 East Mabel, which is two
13 blocks north of Speedway, one block east of Campbell. So, I'm
14 probably the neighbor that's the most impacted by this project, okay?

15 I'm gonna approach this recommendation from a little
16 different standpoint. My background is commercial real estate lending
17 with Wells Fargo Bank, \$10 million and above in Arizona. So, I know a
18 little bit about commercial real estate development and finance.

19 So, this project makes perfect sense from an economic
20 development standpoint. It is in proximity to the modern streetcar,
21 is very dynamic. It has all of the components, all the requirements
22 of making this project successful. The proximity to Banner University
23 with their employees, with doctors coming in, residents coming in,
24 coming and going, we'll need high-end residential units, perhaps
25 condominium purchase units.

1 The addition of a grocery store for the neighborhood is
2 gonna be great. We don't have a grocery store within walking
3 distance. We really could use that. I look forward to that. The
4 addition of dining facilities, hopefully, within the building, within
5 the development, will be a high plus. We can walk to dining
6 facilities other than McDonald's - in addition to McDonald's. I'm
7 sorry.

8 ZONING EXAMINER: There you go.

9 MR. HOTCHKISS: In addition to that, I think it's a very
10 vibrant, progressive addition to Tucson. I'm a Tucson Native, U of A
11 alum. I love the cowboy atmosphere here, but I think it's time we
12 moved on a little bit beyond that. I was skeptical at the beginning
13 when a lot of time with the architectural team. They are top notch.
14 I spent two hours with the team

15 They convinced me that the, not only verbally but visually,
16 that this project will be very, very high class. They have a very
17 top-notch international reputation. I'm not sure you're aware of
18 that, but they do.

19 ZONING EXAMINER: Uh-huh.

20 MR. HOTCHKISS: So, in summary, as far as the height,
21 height doesn't scare me. Some of the team came to my neighborhood,
22 which is right at the corner of my house, which is right at the corner
23 of Mabel and Norris. We can't really see much of it. A little tiny,
24 tiny bit of the top.

1 They took photos from there. They, they showed me how it's
2 gonna impact. It'll have very minimal impact. In summary, I am
3 strongly in favor of the project. Thank you.

4 ZONING EXAMINER: Thank you very much. And I didn't catch
5 your last name. I'm sorry.

6 MR. HOTCHKISS: Hotchkiss.

7 ZONING EXAMINER: Hotchkiss. Thank you.

8 MR. HOTCHKISS: Yup.

9 ZONING EXAMINER: Who's next? Right next to you.

10 MR. ZEEB: Good evening, gentlemen. My name is James Zeeb,
11 405 West Franklin, downtown Tucson here. I came to Tucson in 1973 to
12 go to the U of A. I've stayed ever since. Met my wife there. We
13 raised two great daughters. They've gone on to graduate from college,
14 one from the U of A, the other from a university whose name I cannot
15 speak.

16 And, but what I've - both cases with my daughters, I would
17 have loved for them to stay in Tucson and after they graduated from
18 college and, and live here in this, this great community. But both of
19 them did not find the - either the opportunity or really the lifestyle
20 that really - and I find this is true for many of my colleagues that
21 have children, that they move on to other areas because Tucson just
22 doesn't seem to provide all of what a younger generation would like to
23 see.

24 And I think this kind of project both will bring high-
25 quality jobs, which are also somewhat lacking here in Tucson, as well

1 as a, as a lifestyle choice that would, I think, help younger people
2 graduating from the U of A perhaps stay here in Tucson rather than
3 move on and take all that great knowledge that they've learned and
4 take it to other communities. Perhaps more of them will stay here in
5 Tucson and help this community grow and prosper in the future. So,
6 I'm, you know, for the project.

7 ZONING EXAMINER: That's a very unique perspective. I
8 appreciate that. Thank you. Who's next? Right behind you there in
9 the blue. See how formal we are around here. We don't do no speaker
10 cards.

11 MS. ROE: Good evening, Mr. Shell and Mr. Beall. I'm Alice
12 Roe, and I live at 2318 East Elm Street. I'm actually the President
13 of the Blenman-Elm Neighborhood Association. However, I cannot
14 represent them tonight because we have taken no position on this
15 particular project because we, as a neighborhood, are very divided.

16 However, I think this has been a very fine process. It's a
17 good process. I commend the owners and their reps for their
18 willingness to meet to ensure questions, or answer, to answer
19 questions and refer people to all the materials, and particularly that
20 website's fabulous, and over the several years to develop this
21 project.

22 We are replacing student apartments. This is not a bad
23 thing to do. We are creating an amenity for the area with the plaza
24 and the parking and the retail. And the studies have shown how very
25 little this building will impact the other neighbors in the

1 neighborhoods. I believe this will be very good for our community,
2 and I thank you.

3 ZONING EXAMINER: Thank you very much. I appreciate it.
4 Yes. In the white jacket.

5 MS. BRIGHT: Good evening. I'm Rosemary Bright. I live at
6 2678 North Vuelta Vista Campestre, and I'm a Tucson resident. I'm
7 married to a U of A alum. I'm a mom of two, I'm a (inaudible), and I
8 am an employee of Lloyd Construction.

9 And I just want to mention that the height seems relative
10 tall now, but in the future, it will not be. It will fit right in
11 because density is necessary to control sprawl in Tucson, and none of
12 us want sprawl. I think the building is beautiful, and it is
13 responsive to both the natural and built environment, and it brings
14 21st Century amenities to the residents of Tucson. Thank you.

15 ZONING EXAMINER: Thank you very much. Let's go with the
16 gentleman on the far right.

17 MR. PRISER: Good evening. I'm Stephen Priser. I'm from
18 7025 North Monte Catina Drive. I was born and raised in Tucson. My
19 grandparents lived here, my parents, my brother and sister, I have two
20 daughters that are still here, and with grandkids. My other daughter
21 has moved and went to that other school, and she says there's nothing
22 in Tucson for her. And I miss her.

23 This project has made me really excited. Tucson needs
24 something like this. Tucson's always been called "the one-horse
25 town". It'd be nice to be a two-horse town. This building, I'm not

1 gonna repeat everything, but everything has, everything's been covered
2 on this by this great team that has presented this tonight.

3 The other thing is the jobs it's gonna bring. The
4 construction jobs, and then the jobs afterwards with the people
5 working in that building. The also (sic) other thing is the U of A
6 can use this as three recruiting. One is the athletic department.
7 They're gonna take these kids down that are gonna say, "Wow! Look at
8 this place." It's gonna, it's gonna help recruiting.

9 The other one is professors. U of A's gonna start climbing
10 up to where it used to be in, in, in the national thing. The other
11 thing is Banner gets some great doctors coming here, professors
12 teaching at the, at Banner.

13 And the other thing is the building. I believe after this
14 is finished, we're gonna have architects from all over the world
15 coming here. And it's gonna put Tucson on the map for this beautiful
16 and magnificent building.

17 ZONING EXAMINER: Very nicely put. Let's go to this side
18 of the room. The ladies first.

19 MS. BOOS: Hello. I'm Madeleine Boos. I live at 2731 East
20 King Street. Mr. Shell, I am here as - I'm a current resident, and
21 I'm also an architect. But I'm also here as the current President of
22 the AIA Southern Arizona Chapter. And for the record, Mr. Beall, I
23 did submit a letter. It probably got to you late today, just for the
24 record.

1 I'm delighted to be here and I'm delighted to have been
2 watching this process. Our Board is - our, our current Board has used
3 this project as a case study.

4 One of the things I want to mention first is that I was
5 truly inspired by Mr. Shenkarow's comments. To hear a developer get
6 up here and talk about his vision and wanting to create a sense of
7 place, a (inaudible) if you will. For residents, a destination.
8 It's, it's truly exciting. I also want to, you know, commend him on,
9 you know, commend him on his vision.

10 What I also want to say is that this is - this team has
11 spent this time and resources and money to put together this submittal
12 to educate as well as, you know, to educate, I think, this community,
13 Tucson, that we actually deserve something better than what we've been
14 getting.

15 So, just by the reports or the submittal they put together,
16 the website, the willingness to meet with community members, facing
17 opposition, facing support and everything in between, they've really
18 raised the bar, I think, for what we as residents should expect, and
19 what we, as professionals should also expect of, of our colleagues.

20 I also want to mention that, yes, this building is
21 beautiful, and I realize that as part of the PAD, I learned tonight
22 that they did include that flexibility that if for some reason they
23 have to lower that tower, that they won't miss out on, you know, floor
24 area and the opportunity for commerce. But that would truly be a

1 shame because the architect is world-renowned, and they are not form
2 driven here.

3 This particular firm responds to sight, responds to
4 context, responds to sight-lines, responds to the program, listens to
5 all the, you know, all of the stakeholders. And what you're seeing
6 here isn't just one person's vision of what this building should look
7 like. But it's the result of all the work that's been done. And it's
8 truly, truly exciting.

9 It's truly an elegant building, and the tower, I - that
10 tower, in my opinion, needs to be, needs to be 20 stories. And, and
11 the setbacks provided are, are elegant and graceful, and the scale and
12 proportion, I think is in sync with its context.

13 And lastly, I have not grown up here. I've been here 11
14 years, and when I got here - I did move here from a city. I moved to
15 Tucson because I - came to Tucson. I love Tucson. I love, you know,
16 Tucson is a tough place to learn. There's many hidden secrets here.

17 But the first thing I did when I got here was buy a car and
18 I quickly realized that to go anywhere down a six-lane road, I had to
19 make a U-turn to get some- -- to get somewhere. And I come from a
20 walkable city, and I want a destination.

21 I want a place to go, and this is truly exciting and
22 inspiring and I'm happy to have an opportunity to voice my opinion,
23 and also to speak on behalf of my colleagues, and Board Members with
24 the current AIA chapter. So, thank you.

1 ZONING EXAMINER: No. Thank you very much. We got some
2 more on this side. Next to you in the glasses and the tie.

3 MR. BECKER: Good evening. My name is Michael Becker. I
4 am - live at 3028 East 2nd Street. So, I'm a local architect with
5 Swain Associates. I'm also a Sam Hughes resident. I am the Outreach
6 Director for the AIA Southern Arizona, and I also serve on the Tucson-
7 Pima County Historic Commission, and the Plans Review Subcommittee.

8 So, I want to just talk about three aspects of the project
9 that I think are important to me, and I appreciate seeing development
10 in Tucson. First of all, just the scale of the development I think is
11 important for us as a, a - to become a sustainable city. And we are a
12 city of sprawl, and have been for a very long time. And we can't
13 continue that model and create a sustainable place to live.

14 So, this project as an in-fill project and a redevelopment
15 project can really set a kind of prototype or standard for, for future
16 development where we can really see more urban density in places that
17 promote walkability, that are multi-mobile transit, and that really
18 add to the infrastructure of the city.

19 The second point I want to talk about is quality
20 development. I really want to sort of hand it to Mr. Shenkarow for
21 getting Rick Joy's office involved with this project, and really to
22 provide the city with high-quality design.

23 In serving on, you know, being a local architect and
24 serving on the Plans Review Subcommittee, I see a lot of the

1 development that happens in Tucson. And a lot of it, it leaves a lot
2 to be desired.

3 So, and also being an architect, I'm involved in some
4 development projects. So, I understand the economics that it takes to
5 make these projects happen, and it's not easy. So, it really is to,
6 again, Mr. Shenkarow's credit that he's trying to do something that's
7 really special for our city.

8 And third is from the sort of contextual aspect of the
9 project in terms of how it fits in with, within the historic context.
10 And I think of any site in the city, this is probably the right place
11 to do a high-density tall building outside of the downtown core,
12 simply because it is buffered on all sides by other commercial
13 development.

14 And again, Rick Joy's office has done a great job in sort
15 of making those transitions from the streetscape to the tower in a way
16 that it's, it's least impactful to the surrounding neighborhood. So,
17 again, I, I really want to hand it to whole team. I think this is a
18 fantastic project and, and would love to see it happen. Thank you.

19 ZONING EXAMINER: Thank you very much. Appreciate that.
20 And one more on this side.

21 MR. XEHR: Hello. My name is Jason Xehr (ph.). I live at
22 2327 East Mabel, and representing the younger crowd here. I went to,
23 I first heard about this meeting at a, a neighborhood meeting at one
24 of the local churches at Speedway and Campbell.

1 And I realized that I was by far the youngest person there
2 by at least 20 years. And it's, it's kind of, it's kind of sad that
3 there's not more younger people there, 'cause this is about the future
4 of Tucson. And the future of Tucson are people my age, college
5 students, okay?

6 And they are the ones that are gonna be using this
7 primarily. Everybody can use this, but I think that, you know, people
8 who are working at Banner, students at U of A, they're gonna utilize
9 this the most and enjoy it the most as well.

10 And as some of the other speakers have said who have kids
11 around my age and stuff is that there's nothing to do in Tucson for
12 people my age. You know, there's some. You can go out to the bars
13 and stuff. That's - there's more than that.

14 But people leave - they go to Tucson, go to school, and
15 then they leave Tucson because there's not good job opportunities
16 here, and a building like this could present so much more. And -
17 because I'm originally from a city up north called Tempe.

18 And there's so much there that is being developed every
19 single day. And you come back down here, and like the newest thing
20 that's built is like a Dunkin' Donuts. You're like "okay". You know,
21 we can do better than that.

22 And so, I just think that this development could do great
23 for not only the surrounding University area, but as Tucson as a
24 whole. So, thank you.

1 ZONING EXAMINER: Don't walk off for a second. You said
2 something - I got a live one. You, you said something actually very
3 interesting because I - and Mr. Mascia appreciate this because he was
4 at the last hearing that we had a lot more people than this on 4th
5 Avenue. And everybody that was against that 4th Avenue project kept
6 pointing out that they didn't want to be Mill Avenue.

7 MR. XEHR: Uh-huh.

8 ZONING EXAMINER: And you said you were from that place up
9 north that has some school I've heard about.

10 MR. XEHR: Right.

11 ZONING EXAMINER: What's your opinion of, of what's
12 happened? How, how old are you? Have you been around since and seem
13 Mill -

14 MR. XEHR: I'm 21.

15 ZONING EXAMINER: Okay. So, you haven't really seen Mill
16 Avenue turn into what it is, but you've enjoyed what Mill is, what
17 Mill Avenue is now.

18 MR. XEHR: Correct.

19 ZONING EXAMINER: What's your opinion of that?

20 MR. XEHR: I think that Mill Avenue and the surrounding
21 University area around ASU is doing a great job of developing
22 buildings like this. I don't know if you're familiar with those State
23 Farm buildings.

24 ZONING EXAMINER: Huh-uh.

1 MR. XEHR: And built these, you know, these big towers and
2 stuff like that. That used to be just empty parking lots, and now
3 it's these big, great towers that businesses can fill. And I think
4 Tucson needs to capitalize on, on that 'cause I think they're falling
5 behind Phoenix and Scottsdale and stuff as a whole.

6 ZONING EXAMINER: Are you saying that the, that, that there
7 aren't the massive amounts of vacancies that I kept hearing about?

8 MR. XEHR: I'm not - I don't know. I just think that
9 Tucson just needs to capitalize on their space, 'cause I mean this is
10 a very under-utilized space as it is now. And it's probably at one of
11 the busiest intersections in Tucson, and it's, you know, a couple-
12 story apartment complex. And I think a lot more could go in there.

13 ZONING EXAMINER: Wonder- -- I, I just love hearing from
14 this side of the argument, so, that's a great (inaudible) Thank you.

15 MR. XEHR: Thank you.

16 ZONING EXAMINER: I appreciate you coming down. Let me
17 take a couple of notes. Let's go to - the light blue shirt with the
18 glasses. He kind of looks like Tom Warren. Tom Warren's brother,
19 I'll bet.

20 MR. WARREN: Right. Tom Warren, 70 West Cushing Street.
21 I'll try not, in essence of time, to repeat what's been said. First
22 of all, this has been said, I'm very familiar, since I'm a developer,
23 with the history of Mr. Shenkarow and the projects he's done.

24 And what he's always said, he's done better. And if you
25 just look at all the projects, whether it's a strip center that he's

1 put a new face on, he's upgraded them. You know, what he's done with
2 major shopping centers, office buildings, and I think that, you know,
3 what people do is what matters, not what they say.

4 The next thing, what is there now? The next item, what is
5 there now, on that corner, and what this is going to replace relative
6 to the construction of public and quasi-private funds with Banner
7 Health, but also the University.

8 If you just take the last projects of Banner Health
9 Hospital, parking garage, the medical research building and the, the
10 expansion of Bio-Science. Forget the original Bio-Science, you know,
11 they've just expanded. It's almost a billion dollars.

12 And for us as a city, not to have private enterprise step
13 up and in a profitable way, don't misunderstand me. That's the only
14 thing that works. But to leave the city like it is now next to the
15 type of investment, not counting all the previous investment. If you
16 add it all up, it's about 2.5 billion.

17 And for us not to do a project like this, no matter who it
18 is, but it's great that it's local, it would be really a shame. And
19 it will not take us to the next level where we want to be. It's
20 employment, salaries, people working, making a living.

21 And being the Vice-Chair of the UA Tech Park, I can tell
22 you that people like Raytheon and others, United Health Care, City
23 Corp., people like that who are trying to hire millennials and bring
24 them to Tucson, they're having an extremely difficult time. You know,
25 they, they want to go to Denver, they want to here, they want to go

1 there, and they don't, you know, they really have a difficult time
2 even though they're offered a very good job at a very good salary.

3 And this type of construction, and this type of design not
4 only will bring better people as was said to the hospital and to the
5 medical complex, but it will also help our major employers bring young
6 people to our community to help build it. Thank you.

7 ZONING EXAMINER: Thank you very much. Another unique
8 (inaudible) Who's next? In the blue shirt with the jacket.

9 MR. MATHER: Good evening. I'm Robert Mather, 465 West St.
10 Mary's Road. I'm the Vice-President of the Tucson Metro Chamber. So,
11 I'm here, obviously, in support of this project.

12 You know, I really want to just talk, something Tom just
13 did, is that the quality of this project, who's doing it, who's the
14 architect (sic), or architect, excuse me, on this project, to be a
15 signal to all Tucsonans, the seriousness of this. And I think the
16 difference that this project will make.

17 I think when this is done and built and we see that in real
18 life, it's something that's gonna be iconic. Not just in Tucson, not
19 just in Arizona, but I'm pretty confident, in the world. This is the
20 type of building that people will look at and say, "That's what I want
21 in my community." And so, as the Chamber, we're excited to see this
22 type of development.

23 You know, no one tonight has really mentioned the name
24 "Gateway". At Speedway and Campbell, as you're going west into the
25 University, right now you have a Taco Bell on one corner, and don't

1 get me wrong. We're okay with free enterprise, but on the other side
2 you've got, what I know as a U of A student, as Palm Shady. It sticks
3 with you. Years later, it sticks with you.

4 This completely changes that narrative for Tucson and the
5 University of Arizona. You heard from the other speaker about what
6 millennials are looking like, and I'm not one. I get accused of being
7 one occasionally, but I'm not. But it's what they want.

8 The interns I get every year, this is the type of
9 development they're looking for, the type of place where they can go
10 and hang out. It was already mentioned, it's at the terminus, as you
11 know, of the streetcar. This is what the streetcar was built for.

12 This type of development to where you can live, work, play,
13 all in the same area. Hop on the streetcar and go do other activities
14 for vice versa, wherever you live on it. So, just on that end, the
15 Chamber's really behind this project.

16 Now on a personal note, you know, we talk about the sprawl
17 and how this will counteract that, and I completely agree with that.
18 I live, or excuse me, my wife and I built a house as far north as you
19 can go because, one, it was what we could afford at the time. But
20 two, we weren't sure we wanted to stay in Tucson. We weren't at the
21 time, and so it was a place where we could get a home, but it offered
22 more opportunities.

23 But this is the type of development that's gonna attract
24 us. We both have master's degrees. We both have good jobs. We

1 started a family. This is the type of development that's gonna make
2 us want to move back into the city.

3 And so this is a signal of what Tucson's turning to, and
4 the type of mentality that shifts towards the economy and the, the
5 town we want to be, or the city we, we want to become. This is a game
6 changer. So, I appreciate your time, and I thank you.

7 ZONING EXAMINER: Thank - thank you very much. Okay. In
8 the peach shirt.

9 MR. VASQUEZ: Vince Vasquez, 2022 East Lee Street. It's
10 about a half mile from the, the property. My wife and I chose to, to
11 locate in the Blenman-Elm Neighborhood to be next to properties just
12 like this.

13 We routinely walk the neighborhood. We'd be walking to
14 this location on any given day with our young daughter and dog and
15 enjoying the neighborhood all the much more.

16 We're on the Blenman-Elm Board, so I can speak for the, the
17 process that it went through, was exhaustive, I'd say. Inclusive,
18 transparent, all of the above words you want to hear, but we've seen
19 that process develop, and have been a part of it, and have been
20 encouraged to see how things have, have evolved over time.

21 I'm a huge supporter of the project. If I could say -
22 issue the building permit today, I'd be here, you know, asking you to
23 do that. And because I want to see this built not in three years, not
24 in four years, but, but now. And I think, just to that point, you
25 know, building, building cycles, they are cycles. They're cyclical.

1 And, you know, when you have somebody who's willing to take
2 risk, who's willing to put together a team and to put together the
3 financing to pull something off when you're on an up- -- upswing
4 portion of the market, I think we, as a community, need to be
5 cheerleading them and supporting them and encouraging them rather than
6 tearing them down, and nitpicking the project and figure out ways to
7 make it more, you know, beneficial for some small piece of the overall
8 picture.

9 And so, to, to the extent that we as a community can help,
10 help set that development team up for success by not adding too many
11 conditions or nitpicking on the height a story or two, I would
12 encourage you not to do that because it is important.

13 And, and I think just on a last point, you know, as a young
14 family in the area and as someone who is a part of a network of a lot
15 of other young families who live in Catalina Vista, Blenman-Elm, Sam
16 Hughes, the people I talk to, our, our way of life, our lifestyle, we
17 look at this as 100% amenity.

18 This is, this is like a go-baby go kind of a thing. And
19 it's the reason why they moved to this area as well, and so, just
20 encourage you to speedily get them through the process so I can sit on
21 the plaza and enjoy the project.

22 ZONING EXAMINER: I will try. Yes. In the glasses.

23 MS. DRAY: My name's Eliza Dray. I live at 199 North
24 Sierra Vista Drive in Catalina Vista adjacent to this project.

1 I've actually been in the, in central Tucson for about 20 years. My
2 husband and I are U of A alum.

3 We have owned six homes in proximity to this project six
4 years. We pour our personal money in tiny tidbits as much as we can
5 to help develop this area. But the reality is that a large influx of
6 a project like this is what is going to cement this corner as
7 progressive and not stagnant.

8 Taco Bell is achieving nothing for our community. Those
9 types of small, kind of what I would consider singular and selfish
10 type commercial areas don't enhance the lives of the people that live
11 around there.

12 And furthermore, I don't, as a person who lives in a 70-
13 year-old home in a - that is on the National Historic Register, I
14 don't feel like buildings like this in any way undermine the quality
15 of my home.

16 Historic communities are in contrast of things like this
17 all over the country. Victorians in San Francisco are beautiful right
18 next to skyscrapers. So, something like this doesn't bother me.

19 In fact, the form of it, which I went through architecture
20 school, and whether or not anybody thinks it's beautiful and I don't
21 endorse the look of it, nor do I have any intention of living in it.
22 But ultimately, that doesn't matter.

23 This is about providing goods and services and commerce to
24 the people in this area. I, too, will walk to it daily, I'm sure. I
25 welcome a grocery store and the amenities that it's gonna provide.

1 And we talk to families and neighbors all day every day who
2 are at parks and Himmel Park is getting a new playground because it
3 has shown that it is such a hub for young families and professionals
4 wanting to live in proximity to Banner and to the University. And we
5 need to support that in every way that we can. And I think that this
6 building does that. So, I 100% am on board.

7 ZONING EXAMINER: Thank you very much.

8 MS. DRAY: Thanks.

9 ZONING EXAMINER: Feel like an auctioneer.

10 MR. ZELDIN: Hi. Thank you for the opportunity to speak.
11 My name is Adam Zeldin. I spend about half the time on the road,
12 quarter of my time at 172 Spring Street, Apartment 13 in Manhattan,
13 and about a quarter of my time at 250 North Sierra Vista Drive here in
14 Tucson. Born and raised in Tucson.

15 This is the type of development that will cause retention
16 of Native Tucsonans and millennials who even favor of the appeal of
17 the city. Urban in-fill presents the unique opportunity to undo some
18 of the planning mistakes of the past.

19 At this time, we have to ask ourselves if we're willing to
20 make progressive decisions to allow sustainable new urbanism, which
21 allows people freedom to leverage bicycle and pedestrian
22 infrastructure in these communities, in our daily lives, to allow
23 transit-oriented neighbors to move into our broader community.

24 These would be neighbors who are excited to leverage
25 Tucson's investment in the streetcar program, as well as longstanding

1 bus routes, such as the nine and fifteen, which I am very familiar
2 with going to Tucson High every day for four years.

3 Do we want these new businesses, restaurants and shops
4 revitalizing the community? Do we want new privately-owned public
5 spaces to allow new focal points in this community? My answer is
6 clear. Yes. In my back yard. Yimby (sic).

7 ZONING EXAMINER: Thank you very much. Yes.

8 MR. NEHER: Philipp Neher. I live on -

9 ZONING EXAMINER: Philipp?

10 MR. NEHER: Philipp, yeah. On 396 South Convent Avenue in
11 the Barrio Viejo on the streetcar line. I'm for full disclosure.
12 I've been in leadership on the design team since recently, and have
13 ventured since on my own with Studio Caban(ph.). The main advantage
14 of that is I don't have to come in a suit (inaudible)

15 But I have been in enthusiastic support of the project,
16 obviously, in developing it, but I still am. One of the reasons I
17 live on the streetcar line, for 14 years I've been living in the
18 Barrio Viejo. We are a four, a four-person family. We have one car.
19 Our kids are not in the neighborhood school, we need the car. But
20 we're trying to reduce the use of it.

21 We don't have a grocery store, for example, along the
22 streetcar line or in the downtown area that we really can call a
23 grocery store that supports our lifestyle, that supports our health
24 choices that really has an offering that is affordable. This project
25 can have a grocery store that is of a size that it seems no downtown

1 property can offer in the moment. But it makes it available for
2 people, a growing population along the streetcar line, a growing
3 population in downtown. So, this is one of the reasons why I'm
4 enthusiastic for this.

5 The other thing I would like to add is I've been looking on
6 the web, and we're probably gonna hear way late at night, today, some
7 of the reasons why people would oppose this project, or at least in
8 part. And I've read about, you know, taking the view of the
9 mountains.

10 In the downtown area, in the Barrio Viejo area, we can't
11 see the mountains obvious from the streetscape, and so I don't think
12 that neighborhoods can from their garden or their porch. But when I
13 go on the roof of our adobe, I can see the mountains and it's amazing
14 at sunset. But I also can see the towers, and none of them is as
15 beautiful as this project will ever be.

16 And it is a really sublime experience. I feel very at home
17 in a desert city. It's not a desert village. And I think it's part
18 of it. It adds to the sublimity, to the beauty of the place, and the
19 elegance of this project would definitely add to that.

20 Another aspect that I've seen being addressed in the
21 opposing the project is the height of the tower. It has been talked
22 about today. But in the design process, 20 stories wasn't just
23 something they picked out of the air. It was something that we
24 studied, that we determined as being the appropriate height because of
25 the specific location because of how far it is away from the closest

1 neighborhood, because of, you know, one of the reasons was the
2 elegance of the building that has been pointed out today.

3 We, you know, I've read on the web why couldn't it go down
4 two stories, three stories? No. That's not what we proposed. If we,
5 if we had been going in for a deal, we would have proposed 24 stories
6 and maybe would have gotten 20 stories. But we proposed 20 because
7 that's what we believe in.

8 And the other aspect that hasn't been talked about today a
9 lot, and Jim hinted that it - there is not - we talked a lot about the
10 height. But there's a whole set of requirements that the project gave
11 itself in the PAD, and they're quite extensive - about porosity. You
12 know, that, that word was dropped a few times. Porosity, elegance -
13 leading each floor of the project rather than, you know, a nondescript
14 tower that you can't even count the floors.

15 There's a lot of elements in that document about
16 streetscape and landscaping, hardscaping. All these elements that
17 project has made itself fulfilling. And it would be great if that was
18 also acknowledged in this process because the height is just one
19 aspect in order to get all these other great aspects. And I'll leave
20 it at that. Thank you.

21 ZONING EXAMINER: Thank you very much. Yes.

22 MS. JOHNSON: Hello. I'm Courtney Johnson, 3440 East Via
23 Alcalde. And I moved here - my perspective is just slightly
24 different, and thank you everybody for articulating. I'm sorry. I
25 can't talk to them - for articulating so many good points.

1 But I just wanted to say, having lived here now for seven
2 years after Chicago for 25 years, my number one complaint about living
3 in Tucson is the amount of time spent in my car. And so this project
4 is a perfect answer to that, and I think we should be doing a lot more
5 of it. So, I not only support this, but other projects like it.

6 I also just wanted to say, coming from Chicago, which is an
7 architecturally fabulous city, we're so lucky to have Rick Joy
8 Architects here in town, and have them on this project. And this
9 really makes me proud and I think we're incredibly fortunate for that.
10 Also, my last point. I lived on the 22nd floor in Chicago, and it's
11 really not that high.

12 ZONING EXAMINER: It's all a matter of perspective. Thank
13 you. Think we had maybe one more speaker? Yeah. All the way on the
14 - oh, two more. We'll do the burgundy shirt first, or whatever your -
15 with the beard. There you go. I don't want a profile. You know, the
16 guy with the hair.

17 MR. RAMIREZ: Hi. My name is Gustavo Ramirez. I live at
18 1321 East Lester Street. That's the southernmost street in Jefferson
19 Park, which is the neighborhood right north of the proposed project.
20 And I just wanted to say that I'm in full support of the project, and
21 I come at it from a couple of different perspectives.

22 As a building, I think that it's a very respectful proposal
23 for that corner at Speedway and Campbell. I think it's beautiful.
24 The sustainability design practices that were shown earlier today I

1 think would be sort of a beacon and something to be really proud of as
2 a city.

3 And also, I just want to say that I, I moved from New York
4 City to Tucson about eight years ago. And most of that time, I've
5 spent without a car. I recently bought a car, and it's projects like
6 these that want to make me sell my car and go back to biking and
7 walking again. It's an exciting project to have in my neighborhood,
8 and I'm in full support of it. Thank you.

9 ZONING EXAMINER: Thank you very much. In the blue shirt.

10 MR. BURR: Do you want us to sign in here, too?

11 ZONING EXAMINER: I would, please.

12 MR. BURR: Okay.

13 ZONING EXAMINER: And as I remember, you came in late, so,
14 did I swear you in?

15 MR. BURR: You swore me in and I came into this Zoning
16 Examiner hearing with you on time. Good evening, Mr. Shell. My name
17 is John Burr. I live at 424 South 5th Avenue, in Armory Park.
18 Tonight, I am speaking purely on my behalf, and for nobody else.

19 But I'd like to outline a couple things that I think my
20 experience may be helpful in the comments I'd like to offer tonight
21 because it's mainly about process, and then I'll briefly cover what
22 the project will mean to me.

23 I've been on several Mayor and Council committees, and
24 boards. I'm currently on the Historic Zone Advisory Board for Armory
25 Park. I have been President and Vice-President of the Armory Park

1 Neighborhood Association off and on 80% of the time for 14 years. I
2 was on Downtown Links, and I am also on the Design Review - IID Design
3 Review Committee for the City Manager's Office.

4 I've worked with a lot of staff, architects, neighborhoods
5 and various things on nine PAD's now over the years. And I will
6 honestly say, this is now the goal standard for process and a PAD
7 document that I have ever experienced.

8 I have reviewed about 15 transit-oriented plans in the last
9 few years, and by far, this is the best transit-oriented project I
10 have ever seen. And I encourage you to support it.

11 On a personal note, I live less than a thousand feet from
12 the streetcar in downtown. I've never ridden it. I can walk to
13 everything I want to use it for. This is the first project that would
14 entice me to use transit or the streetcar ever that's been proposed.

15 And I really think that the process that's been involved,
16 the great care the development team has done, the outreach to
17 everybody, I'm not in an affected neighborhood, although I'm along a
18 streetcar line.

19 But I've been aware of this project for three years, and
20 I've gone to five of those meetings. And I work with 32 of the
21 downtown greater area neighborhoods, and their leadership, and have
22 through (inaudible) for a number of years. And I've been very
23 familiar. And almost all of us are completely in support of this
24 project. So, thank you for hearing my comments.

1 ZONING EXAMINER: Thank you very much. Appreciate that.
2 And I believe we had one more person back there raising his hand. And
3 then, Mr. Mascia.

4 MS. HAYES: Hello.

5 ZONING EXAMINER: Hello.

6 MS. HAYES: My name is Natalia Hayes, and I live on 129
7 North Jacobus Avenue down in the Iron Horse Neighborhood. I moved
8 here almost eight years ago from Austin, Texas. I'd never been to
9 Tucson. I looked up Tucson on Wikipedia, found out the population.
10 Looked at pictures on line and found out that it was just a little
11 bit, at the time, a little bit smaller than the City of Austin, in
12 terms of population.

13 And I moved here thinking that, oh, it'd be like a slightly
14 smaller version of Austin. And I was so surprised when I moved here
15 the feeling like it was so small. I used to, you know, drive around
16 town trying to find areas that were like these urban areas that were
17 in Austin.

18 I've also, I grew up in Dallas, and I've lived in Santiago,
19 Chile, and since that time, other big cities around the world, but in
20 other cities, there are always places where you can go spend time,
21 hang out, run errands, have dinner, do some shopping, sometimes with,
22 you know, people that live there or (inaudible) and places that give
23 cities that kind of spirit.

24 And I found that Tucson really doesn't have much of that.
25 I used to go up to La Encantada when I first moved here and like get a

1 coffee and sit in one of those chairs and like watch, like trying to
2 get that feel of being around people in a city.

3 And now, I've, you know, I've been here for a while. There
4 are times where my husband and I will drive up to Casa Adobes or to
5 the Whole Foods so that we can run errands - the Whole Foods up on
6 Swan, up in the, the northeast side of town, just so we can run
7 errands, like go to the grocery store, but also maybe have brunch,
8 maybe also pop in a store, the kind of shopping, and running errands
9 (inaudible) that you cannot just get in your car, go somewhere and
10 then go back home. It's actually spending some time there, and maybe
11 meeting people there.

12 And I think this project is a really great example of
13 something like that in the downtown area, especially around the
14 University area which I think really needs this type of project.
15 I live in Iron Horse Neighborhood which is right near downtown, and I
16 walk so much.

17 I walk to the hardware store, to the grocery store, to
18 restaurants downtown, to bars downtown, to the concerts, and it is
19 such a great way to live. And I really don't want to move anywhere
20 else in Tucson because of all that around me. And I feel like other
21 people should be able to live that way. And this will provide so many
22 people with that experience.

23 I also think the team is really great. I think that the
24 presentations and the amount of studies that have been done for the
25 project is very impressive and very thorough. The quality seems

1 really high, and I also think it's a great way to reduce sprawl. I
2 hate seeing new little communities of houses being built around Tucson
3 that are destroying the desert and I think this is a way to increase
4 density in the central Tucson area. Thank you.

5 ZONING EXAMINER: Thank you. Mr. Mascia.

6 MR. MASCIA: I wasn't sworn in, Steve, 'cause I didn't plan
7 to talk.

8 ZONING EXAMINER: Oh, gee whiz. Do you swear or affirm to
9 tell the truth, the whole truth and nothing but the truth?

10 MR. MASCIA: I do.

11 ZONING EXAMINER: Thank you.

12 MR. MASCIA: My name's Frank Mascia. I'm an architect.
13 I've been here in Tucson for several years. I agree with all the
14 incredible number of positive speakers tonight, with everything about
15 a beautiful building, density, the rest of it.

16 And I think that that's - those are all wonderful things,
17 and I'm glad the project is actually understood as well as this one
18 appears to be to the neighbors. I just want to talk a little bit
19 about what this represents to other people.

20 I understand, I think, after a number of years of being at
21 these kind of hearings, what the people who are gonna speak after me,
22 the people who are not in favor of it, kind of fear. I think that the
23 - I think that's a huge issue with a project like this is there's a
24 lot of fear.

1 It's remarkably unlike anything in Tucson, and it just
2 feels like, to a lot of people, it may be too much. Let me just go
3 back 40 years in Blenman-Elm. Three partners and I decided we would
4 buy two lots in the Blenman-Elm on Bentley and Elm. They had been
5 vacant since the 30's. No one had ever built on them.

6 People thought they were their own park. They, they
7 couldn't believe we were gonna build there. They couldn't believe we
8 were gonna put nine houses where two, two lots were. And they really
9 couldn't believe that we were gonna exceed the height of one story,
10 and dare to go two stories with those houses.

11 And after all these years, I think that they're still
12 there. The houses are still there, they're occupied, incredibly
13 popular. But the point is, the two-story height which seemed
14 unbelievably high in Tucson in 1976 when we built those, is that was
15 that generation's 20 stories. It's a different world, this is a
16 different project.

17 I also remember Palm Shadows. A lot of stuff going on
18 there. That's not the point. None of that is the point, it's that
19 this is the future, and this is the future for Tucson. And that's -
20 I think that the fear this kind of project generates, we just need to
21 overcome it as a community and accept that this is where we're gonna
22 go. And the fact that it happens to be good architecture, beautiful
23 architecture is a plus, but it is the future. Thank you.

1 ZONING EXAMINER: Thank you very much. Yes. The gentleman
2 with the beard. Well, I obviously can't tell color, so - can't
3 believe I thought he was wearing burgundy.

4 MR. TRAN: It's blueberry.

5 ZONING EXAMINER: Thank you.

6 MR. TRAN: All right. Thank you. My name is Bach Tran. I
7 live on 633 North Euclid Avenue in the West University Neighborhood.
8 So, I came to the U.S. to Phoenix when I was eight years old, out in
9 the suburb. And I grew up there, go to school there, and that was my
10 impression of the U.S. that you would have your own lot separated from
11 everywhere else, and drive 40 minutes to where you need to work, and
12 eventually, where I go to school up there.

13 And when I moved down to Tucson, that was the first time
14 that there was a different sense of place that was not familiar when I
15 came here to, to U.S. Eventually, I came down here, and I live here
16 for six years now.

17 And I got married down here with my wife, and she goes to
18 U of A, and we can see ourselves living here for much longer because
19 we see Tucson has a potential that Phoenix doesn't have, growing up
20 there.

21 Has the potential to do things much better and right, and
22 it takes a lot of risk. We've got to try to propose something that
23 people might not be familiar with because it could be better. So, the
24 place where I want to stay because of potential, because it has the
25 ability to be an urban lifestyle, to be able to walk, to be able to

1 bike. My wife bikes to school every day. We live here specifically
2 because we don't want to drive 40 minutes like I did up in Phoenix.

3 So, to wanting to stay here like the other younger folks,
4 who are my generation in their 20's, and to give back to the city
5 here, these are the type of project that make us want to stay here.

6 So, I won't go any further on that, 'cause it's already
7 been said so much. But it's something that I really look forward to
8 happening and wanting to move in closer if I can.

9 ZONING EXAMINER: Uh-huh.

10 MR. TRAN: And that's all I have to say. Thank you.

11 ZONING EXAMINER: Thank - thank you very much. Yes.

12 MR. NEHER: Sorry. I forgot to put my name on there.

13 ZONING EXAMINER: Oh. You didn't have to raise your hand
14 for that.

15 MR. NEHER: Can I say one more thing?

16 ZONING EXAMINER: Oh, sure. While you're up there.

17 MR. NEHER: Yes.

18 ZONING EXAMINER: Let me go back to your name so I can put
19 your notes under you, though. You were Philipp?

20 MR. NEHER: Yeah.

21 ZONING EXAMINER: There you are.

22 MR. NEHER: I think one aspect that hasn't been addressed
23 that we'll hear probably about is - and that, you know, that the
24 comments on the web, let's say, reflect is why can't this be in
25 downtown? I would like to add two things to that.

1 A, I think the core area of Tucson is much bigger than just
2 downtown. There can be more intensity and density in a larger area
3 than what is classically defined, defined as downtown. And the other
4 thing is, I don't think that's a model of the city. (Inaudible)
5 Zoning Examiner hearing, it's all about the future of the city.

6 We are here because of the zoning of the site doesn't allow
7 this. If the zoning of the site was up to date, maybe we wouldn't
8 even be, you know, having to do a PAD. So, what is the city of the
9 future that you have to actually empower to give us that future of the
10 city?

11 It is not just a mono-model city that just has a downtown.
12 We tried that, and downtown went way downhill. And you know, we're
13 just revitalizing now. The future of the city is more, especially in
14 the southwestern cities that are sprawling, is to concentrate nodes
15 and mono-model cities where we have concentrations, areas of
16 concentrations, and places where it makes a lot of sense.

17 And it makes a lot of sense because we know where these
18 places are, the market will tell us. But also, as designers and
19 planners, we know - and this is one of those locations. And I think
20 that is a future perspective of this project, and why it is so
21 important to discuss it -

22 ZONING EXAMINER: Okay. Thank you very much.

23 MR. NEHER: - in the zoning.

24 ZONING EXAMINER: Anyone else here wishing to speak in
25 favor? Hearing none, or - oh, I'm sorry. I didn't see you over

1 there. Thank you. You did come in late, and I don't remember
2 swearing you in. Yeah, look at that. He knows the drill. Do you
3 swear to tell the truth, the whole truth and nothing but the truth?

4 MR. GANS: I do.

5 ZONING EXAMINER: Thank you. Would you sign the clipboard
6 for me?

7 MR. GANS: Sure. My time up now?

8 ZONING EXAMINER: No, we're still good.

9 MR. GANS: Okay.

10 ZONING EXAMINER: State your name for the record.

11 MR. GANS: Chris Gans, 130 East University in West
12 University. 130 -

13 ZONING EXAMINER: What was your first name?

14 MR. GANS: Chris -

15 ZONING EXAMINER: Chris.

16 MR. GANS: - Gans, at 130 East University Boulevard in West
17 University Neighborhood. In about a week, I'm gonna be in New York
18 City for a few days, and one of the things I really like about New
19 York City and Chicago when I go there as well is that it's a really
20 stimulating adventure to walk and view architecture and see how I
21 respond to architecture and how it responds to the population.

22 And I find that I'm enriched by that experience. And it's
23 just really something that it gets my creative juices flowing and
24 excites me to be in that environment.

1 And here in Tucson, to get - to find some institutional
2 architecture, it's pretty much on campus where I might see some four-
3 to-six-story buildings. Otherwise, there's really nothing commercial
4 here that offers me that kind of excitement. Now things that do offer
5 that excitement here are our desert, our mountains. Those things are
6 really stimulating to me.

7 And I think we lack really intriguing and engaging
8 architecture. And this project has the potential to offer that, and
9 actually maybe set the bar higher so that future projects will start
10 looking at architecture as a plus.

11 And we live with the towers at Main Gate, which to me are
12 just, they're pretty horrid. I don't know what they used in terms of
13 their design, but the - it's not anything that stimulates me. And I
14 think that I want to be in an environment. If I'm in a city
15 environment, I want to be in an environment that is stimulating and
16 has great architecture.

17 If it's gonna be a larger building, I want to see great
18 architecture. I don't want to see the towers at Main Gate, you know,
19 repeated again. So, you know, this offers some hope that there will
20 be some sort of shift, and this will set a bar. Thanks.

21 ZONING EXAMINER: Wonderful. Thank you very much. Is
22 there anybody else here wishing to - yes, come on down, in the white
23 shirt.

24 MR. BULLIVANT: I came in a little late. Do we need to go
25 through the swear and song and dance?

1 ZONING EXAMINER: Do you swear to tell the truth, the whole
2 truth, and -

3 MR. BULLIVANT: (Inaudible)

4 ZONING EXAMINER: Do you swear to tell the truth, the whole
5 truth, and nothing but the truth?

6 MR. BULLIVANT: So, help me.

7 ZONING EXAMINER: Thank you. State your name for the
8 record.

9 MR. BULLIVANT: Christopher Bullivant. I live at 5734 East
10 1st Street in Mittman's (ph.), so, not near the project. But I did
11 grow up in Tucson, and I noticed a fair few of the younger folk in
12 here talking about the propensity of Tucson to attract or retain
13 younger millennials, especially young professionals. And being a
14 native, I figured I would offer a perspective on that.

15 One month, one month from now, I graduated high school ten
16 years ago from Rincon University. Class of 181, less than 30 of us
17 still live here. When I asked my fellow former classmates about this,
18 the complaints largely echo those that have already been said, that
19 there's not much to do in Tucson.

20 I tend to think that's a little bit overstated as there's a
21 great deal to do here, but almost all of it is out on the fringes, up
22 in the Catalinas, to the west outside the city. There's comparatively
23 less near this that's not directly University-related here. And I
24 think this development would be a very good first step to rectifying
25 that issue.

1 In addition, build up - building up density outside of
2 downtown would - I think would really help to stimulate building out
3 the transit in this city, whether that means, whether that means
4 expanding the streetcar, extending the bus system or something maybe a
5 little more ambitious like perhaps raising the streetcar sometime in
6 the future to make it more like a proper light-rail. Think that's
7 something to really consider in decades to come.

8 Just figured I would let - give a perspective from a young
9 Native Tucsonan since so many here came for a university and just
10 happened to stay.

11 ZONING EXAMINER: No. I appreciate that.

12 MR. BULLIVANT: Thank you.

13 ZONING EXAMINER: No. I appreciate that perspective.
14 You're our future. Is there anybody else here wishing to speak in
15 favor? Seeing and hearing none, can I have a show of hands of how
16 many here are opposed? Okay. So, there's still quite a few people
17 that wish to speak.

18 If it's all right with everybody, we've been at this now
19 for about, oh, gosh, two and three-quarters hours. So, I think we
20 maybe deserve just a little break. So, let's just take a short little
21 recess, maybe five minutes.

22 (Inaudible comments.)

23 ZONING EXAMINER: Oh, absolutely.

24 (A short break was taken.)

1 ZONING EXAMINER: Go ahead and get back into session if we
2 could. Can we call to order? Feel like I should flip the lights on
3 and off. We're all, we're all trained for that one.

4 Okay. We're back in session. So, what I'd like to do is
5 start out by hearing from all of those wishing to speak in opposition.
6 And what I'd like to do is I will start with the front row, and work
7 my way towards the back. And I usually start with ladies first. So,
8 who would like to be first? Raise your hands and I'll call on you.
9 Yes. In the wonderful dress there.

10 MS. PHELAN: Hello. My name is Linda Phelan. I live at
11 2704 East Drachman. I am greatly opposed to this skyscraper-like
12 development for many reasons. But I will focus on just one tonight.

13 I have gathered over 100 signatures just from Blenman-Elm
14 residents on a petition asking this development not to be over eight
15 stories high. Only two people that I asked from the neighborhood
16 chose not to sign it. Most were very eager to sign it and eager for
17 the high-rise not to be built at that height.

18 Many found it incomprehensible that the City would even
19 entertain a building of this height that was not downtown. The vast
20 majority of people didn't even know about this Palm Shadows
21 development as the City doesn't require notification except to the
22 neighborhood boards and for the few hundred feet surrounding this
23 proposed development.

24 For development of this incredible magnitude, it seems
25 egregious that each Blenman-Elm home wasn't notified by U.S. mail.

1 How can people have input one way or the other if they do not know
2 about it?

3 This 250-foot building is ridiculously out of character
4 with the surrounding mostly one-story homes in this historic
5 neighborhood. If I wanted to wake up each day and look at a high-rise
6 building, I would have bought a home downtown. I have lived here over
7 30 years, and love living in Blenman-Elm, but I do not want to live
8 with this building looming close by and the traffic and noise it will
9 generate.

10 Please not ruin the charm of what, what means to live in a
11 historic neighborhood. If the Zoning Examiner and the City Council
12 and Mayor approve this project with its 20 stories, they will be
13 destroying the soul of what makes these historic Tucson neighborhoods
14 livable.

15 Please restrict this development to a maximum height of
16 eight stories, which is consistent with the Aloft Hotel across
17 Speedway from Palm Shadows. Thank you.

18 ZONING EXAMINER: Thank you very much. Who else here would
19 like to speak against this? In the pink with the glasses.

20 MR. THOMSEN: (Inaudible) the lights.

21 ZONING EXAMINER: No, I understand. I gotta look at these,
22 too.

23 MS. THOMSEN: Okay. And, and -

1 ZONING EXAMINER: Can, can you talk into the microphone if
2 you would? You can, you can bend that one and it'll come towards you.
3 Bend it down. There you go.

4 MS. THOMMSEN: To comment to some of -

5 ZONING EXAMINER: Could, could you state your name and
6 address?

7 MS. THOMMSEN: I'm sorry. Barbara Thomssen. I live at
8 2246 East Mabel Street. I would like to comment before I, I read what
9 I had to write about some of the things that the other people have had
10 to say.

11 Most of us who are opposed to this building are not opposed
12 to the commercial aspect of it. We're not opposed to people wanting
13 to have a place to meet and have transportation near them. They can
14 do all of that. We are opposed to the 20-story building.

15 The other thing I would like to comment about is they talk
16 about the growth of Tucson and in-fill and not sprawling out of the
17 city limits. Well, that isn't really up to the City of Tucson.

18 We have our city limits, and we have a lot of land in which
19 to in-fill and a lot of things that can be done with it. It is up to
20 the County and the County's plan to keep it from sprawling further
21 out.

22 That being said, I have lived in Tucson for over 50 years,
23 and at my current residence in the Blenman-Elm Neighborhood for almost
24 40 of those years. During this time, the metropolitan area has grown
25 from approximately 250,000 people to over one and a half million.

1 This, of course, has resulted in innumerable changes throughout the
2 city.

3 There are many who would say that these changes are all in
4 the name of progress. And there are those who would say we just have
5 to accept it. Well, the word "progress" means to move forward,
6 hopefully in the manner of improvement. But this is not always the
7 case.

8 Progress is in the eyes of the beholder, and whether it
9 results in an actual benefit or conversely, a detriment to the
10 community cannot truly be determined until after some passage of time.
11 And at that point, it is often too late.

12 The city has seen quite a few changes that have not been
13 for the better, and at what cost to the rest of the residents and the
14 taxpayers? Some of the changes have resulted in the loss of the very
15 amenities for which Tucson was popular in the first place.

16 So, I ask, has a true and thorough cost benefit analysis
17 been done? Were all the costs to the surrounding area taken into
18 consideration? Did you even consider those costs that cannot be
19 measured in money? And to whom are the benefits going?

20 Certainly, the total benefits do not always go to those who
21 live in the surrounding areas. Case in point. The Tucson towers was
22 built as a symbol of progress. It was to be exclusive for the area
23 which, at that time, was very much the center of fine restaurants,
24 clubs, tourism and business meetings.

1 The towers not only never succeeded but is now a symbol of
2 the failure of the whole area along the section of Oracle Road. I
3 unfortunately see a lot of parallels to this proposed 20-story
4 building at the corner of Speedway Boulevard and Campbell Avenue.

5 We are told that this ivory tower is within the purview of
6 the expansion designs and building heights for the University of
7 Arizona. The probability of the University building large and very
8 tall additions on the east side of the campus is rather slim.

9 Bear Down Gym, they have the stadium, the exercise center,
10 Bear Down Gym, Hildebrand Center and the mall and - which they use for
11 many of their major activities. I don't think they want to change
12 that.

13 North of that are most of the longstanding fraternities and
14 sororities. I don't believe they're going to want to upset all of
15 what they have for the sake of other tall buildings that they don't
16 really need.

17 We are told that this complex is not to be oriented towards
18 students. Do you really believe that being that close to the
19 University it's going to have that outcome? Besides which, there is a
20 plethora of student housing at this point, a third of which is empty.
21 We do not need more.

22 Please remember, the University of Arizona is a land grant
23 college. No matter how large it has become or will become, it was
24 built to serve the surrounding community by providing education and
25 resources needed within and by that community, not the other way

1 around. It is time to stop catering to the University and once again
2 have them serve us.

3 One of the amenities for which Tucson has always been noted
4 is our skyline. We have an open view of our blue sky, the trees and
5 palms, the mountains surrounding us from almost anywhere in the city.

6 This is a comment that is virtually universal to all the
7 visitors who come to our city. Although surprised by it, they love
8 the fact that the views have not been interrupted or diminished by
9 skyscrapers. Truly, I hear this all the time from winter visitors,
10 Gem & Mineral Show attendees, and those who come here for various
11 conventions. Do you really want to destroy that?

12 This is not Phoenix, Seattle or Las Vegas. Tucson is not
13 Denver or Los Angeles. Please stop comparing our city and try to
14 become like them. If we wanted to live amongst skyscrapers and high-
15 rises, we would live in those other places. We don't.

16 Most of us who live here have given up a lot to do so. But
17 we did that for the amenities of a suburban city, for the more laid-
18 back atmosphere and for our closer touch with the surrounding natural
19 environment, even if it is only a visual one. Please don't ruin that.

20 Finally, I wish to bring up the manner in which this entire
21 project has been handled. We have heard that there has been complete
22 and full impact by all the surrounding neighborhoods, but not - maybe
23 that's true for a few individuals within each of the neighborhoods,
24 but not with the knowledge of everyone who might be affected.

1 Rather, until relatively recently, and in my opinion, this
2 entire project has been a well-kept secret. Approximately two or so
3 years ago, there was a very brief announcement of the plan to build a
4 market and apartment tower on the Palm Shadows property, and that was
5 it.

6 There was no further mention of anything until this past
7 December when there was a four-by-three-inch blurb in the neighborhood
8 newsletter about the discussion of this project at the next
9 neighborhood association meeting. By then, it appeared to be a done
10 deal. I was discouraged by our association leaders from opposing the
11 project by being told nobody was interested.

12 Well, I ask. How can they be interested in something they
13 know nothing about? How do I know that? Because I'm the one who
14 placed the flyers in every gate and doorway informing my neighbors of
15 the next meeting on the subject which was held in February. Every
16 individual I encountered during that procedure knew nothing about it,
17 the project or the meeting.

18 I ran into the same thing when I was gathering signatures
19 on our petition. What else have I learned? That those few people
20 from my neighborhood who have been involved from the outset are
21 friends or colleagues of the developer. What does that smack of?

22 My suggestion is that the City themselves make the effort
23 to inform all closely-affected residents when there is a project of
24 this size and importance, including the meetings and the procedures
25 involved for every step. This particular project truly is going to

1 affect the entire city by disrupting our natural skyline and the
2 additional traffic problems.

3 And one other thing that I don't think anybody has even
4 considered when they talk about the growth and population increase in
5 all of this and how we want to make everything, get everything inside
6 the city - you have to consider the water element. We don't have the
7 water for a great deal of growth. So, it's something to consider.
8 Thank you.

9 ZONING EXAMINER: Thank you very much. Yes. In the white
10 hair.

11 MR. CRAIG: (Inaudible)

12 ZONING EXAMINER: I was gonna say in the white shirt, but
13 then I saw the white hair and I thought that's more distinctive.

14 MR. CRAIG: Definitely is. I'd like to speak for the
15 younger set.

16 ZONING EXAMINER: Could, could you state your name and
17 record (sic)?

18 MR. CRAIG: Oh. Bill Craig, 2043 East 3rd Street.

19 ZONING EXAMINER: What was the first name? Bill?

20 MR. CRAIG: Bill Craig.

21 ZONING EXAMINER: Del.

22 MR. CRAIG: Bill.

23 ZONING EXAMINER: Oh. Bill.

24 MR. CRAIG: Just like that stuff that comes in the mail
25 that you're not so thrilled with.

1 ZONING EXAMINER: Okay.

2 MR. CRAIG: So, I'd like to speak for the younger set.
3 Unfortunately, in a few years and a lot of experience get in the way
4 of that. So, instead, I'll speak from a neighbor who's lived in this
5 area for about - since '82 and lived in Sam Hughes since '85.

6 I was on the Neighbor Liaison Committee, the Neighbor
7 Liaison Group for the last several years. I have to tell you, I like
8 the group, they're real nice folks. Up until the last little while,
9 things have gone very, very well. Little briskly as of late, but
10 then, again, things are getting close now.

11 I want to talk mostly about zoning, though. That area's
12 zoned for 100 feet that I know of. That's to the best of my ability
13 to know that. This is two and a half times that. At this point in
14 time, I think that we have to understand that there are two areas
15 where we've actually given over to large buildings in this city -
16 Williams Center and downtown.

17 But you're talking about building something that's two and
18 a half times the regular zoning in an area that is absolute old
19 neighborhood. And old neighborhoods need to be a little more
20 respected than we've been showing for the last few years.

21 This is looking like we're changing the Old Pueblo into New
22 Pueblo. I used to have a place up in Scottsdale. I'd go up there
23 every weekend. It got to the point where I didn't want to be there
24 anymore. We sold it. I just couldn't stay inside those tall

1 cubicles. It didn't make sense to me. I like Tucson better. Come
2 back to my house, live in my neighborhood, love what's going on there.

3 But if you want to go above a hundred feet, I think what
4 we're doing here is saying we're opening a door so this whole corridor
5 can become something that it's not right now. We're gonna look at the
6 old neighborhoods and say they don't matter as much. Let's go with
7 the new stuff. And if you want to do the new stuff, there's places
8 for that in the city.

9 You could do a hundred feet there. You could ten stories.
10 You can have a large grocery store. You could have businesses. You
11 can even have some high-impact apartments if you want. But do we
12 really need to go 250 feet into the sky? I know we already have
13 Banner. They're pretty high. But they're down low. They're actually
14 down at the bottom of the hill.

15 We're up on the top of the hill when we're at Speedway and
16 Campbell. Much higher already. The only thing that's up there this
17 large is the seven-story Aloft and it has a little extra one story on
18 top just for effect, I guess.

19 Two hundred and fifty feet, way beyond what we expect,
20 maybe more than we ever need in this area. There are places for it.
21 Let's put it where they belong. I'd love to have this building. They
22 did a beautiful job. I just can't see it at 250 feet.

23 Lastly, if you look at that neighborhood, if you've ever
24 driven up Campbell, or down Campbell during rush hour, or just about
25 any other time of the day, you're gonna sit for quite a while. And if

1 you put all of that on the corner of - on the northwest corner of
2 Campbell and Speedway with everything emptying out right where Banner
3 empties out, we're gonna have much more in the way of problems as far
4 as this is concerned.

5 No matter what they've said about how these studies they've
6 done, reality will show up. And unfortunately, that many people
7 coming out of grocery stores, that many people coming out of
8 businesses. That many people coming onto the street right in that
9 area are gonna, they're gonna make life a lot more difficult for the
10 people that live in those neighborhoods.

11 Old-style neighborhoods need to be left as old-style
12 neighborhoods. I love my neighborhood. My house is from 1927. My
13 neighbor's 1924. Yeah, they're old-fashioned, but they're beautiful,
14 and they offer something special. I think you take that away when you
15 add something like this in the area. Thank you.

16 ZONING EXAMINER: Thank you. Who else is wishing to speak
17 in opposition? Yes. And right in front there.

18 MS. LEAL: I have written comments (inaudible)

19 ZONING EXAMINER: Oh, come get them.

20 MS. LEAL: Okay. (Inaudible) I just added some more in
21 mine, but (inaudible)

22 ZONING EXAMINER: Did you sign in? You're signing in.

23 MS. LEAL: I am.

24 ZONING EXAMINER: But you didn't swear in.

25 MS. LEAL: Okay.

1 ZONING EXAMINER: Do you swear or affirm to tell the truth,
2 the whole truth, and nothing but the truth?

3 MS. LEAL: I do.

4 ZONING EXAMINER: Thank you. And you can bend the
5 microphone. There you go.

6 MS. LEAL: Thank you. My name is Grace Leal.

7 ZONING EXAMINER: Grace?

8 MS. LEAL: Leal, L-E-A-L. I live at 2334 East Mabel Street
9 in the Blenman-Elm area. I also attended the meeting over at the
10 Lutheran Church. I forget when it was, January, February. That was
11 the first I heard of it.

12 I would also like to support that the City, or the County
13 whenever they have permits that impact certain neighborhoods, maybe
14 have an e-mail list, do an e-mail tree so that we all know about it.
15 Everybody's connected through the internet, so, I don't think they're
16 gonna look at any public notices in the paper. And most times, people
17 don't know where to look.

18 Okay. Well, this is one question no one's asked. Will
19 there be changes in property taxes for the neighborhoods on either
20 side of Campbell, and all the areas affected? That's what, that's
21 what drives me to, to make a comment. I mean I need to know if
22 there's gonna be a rise in property taxes, because obviously this,
23 this building is gonna increase the value. And no one - that has not
24 been addressed. And if so, then - and what percentage?

1 Traffic congestion at the Campbell-Speedway intersection,
2 there are peak times when traffic congestion is particularly high.
3 And the speed that motorists approach the entrance and exit to this
4 complex will make traffic worse or stall the traffic flow.

5 This may make motorists seek other avenues to reach their
6 destination, for example, Tucson Boulevard, in which case, that light
7 is particularly slow, if you've ever driven down that street. And
8 there is no left turn signal light at Speedway. Will that be
9 installed?

10 Or motorists traveling north on, on Campbell may seek to
11 turn immediately east into Helen Street or another residential street
12 to move on to Tucson Boulevard. And that may be from a high speed,
13 because if you've ever seen people drive down there, especially during
14 rush hour, it's the devil, and turned right into Speedway or - and,
15 and they're turning into a neighborhood that's 20 miles per hour.

16 Those traveling south on Campbell to turn right into
17 Speedway may turn west into Helen Street on that side to avoid the
18 high traffic in that intersection. Or they may decide to avoid that
19 intersection by turning east into Elm Street where the Arizona Inn is
20 located. And they've had problems there with people speeding. And
21 that street, and indeed, the neighborhood has a lot of speedsters
22 detouring our neighborhood as it is.

23 The City would need to replace the yield signs for turn-ins
24 from Speedway into the neighborhood that are located on the north-
25 south streets to stop signs. As it is now, I've, I've almost been hit

1 when I'm walking the dog because people are rushing through the
2 neighborhood to get to Tucson Boulevard to avoid the Campbell Avenue
3 traffic.

4 And there have been rollovers and broadside accidents.
5 I've seen them at the intersection. And pedestrians don't have enough
6 time to cross the wide intersection. Is installing a pedestrian
7 bridge being considered, or something underground? Because, believe
8 me, they give you, I think, 30, 36 seconds to cross that intersection.
9 It's never enough.

10 The size and height of the building is concerning as it
11 will make the skyline irregular, as there are far more one-story shops
12 alongside Speedway on either side of Campbell. We want to avoid the
13 cement building rising out of the sidewalk look, like the Aloft Hotel
14 diagonally across the street. And this project will be ten more
15 stories than the Aloft Hotel.

16 The specter of a shadow cast at dusk from this proposed
17 building all the way to Himmel Park, as was explained to us in that
18 meeting, is particularly daunting. This building certainly would be a
19 behemoth.

20 In these economic times and living in a college town, can
21 this enterprise make any money since the economy is driven by the
22 months the colleges are open in the fall, with down times during part
23 of spring and all of summer? Wouldn't it be better to acquire the
24 small shops on either side, remodel them to have a Pueblo look like

1 they have done in Santa Fe, to follow a certain style that the area's
2 known for.

3 These shops already have ample parking. If they all
4 followed the same style, it would make them all look more uniform, and
5 you can still have an unimpeded view of the skyline. And by the way,
6 I could see Mt. Lemmon from my house. I don't know what people are
7 saying about not being able to see the mountains. I can see the
8 Rincons as well.

9 With all the abandoned or unused buildings downtown,
10 wouldn't it be more lucrative to acquire some property there,
11 revitalize the area with apartments if necessary, and definitely
12 shops, especially grocery stores, which are lacking there.

13 Perhaps some of the shops can be leveled to provide an
14 indoor parking garage. With all the college annexes in the city, and
15 there's plenty of them west and east, I think a centralized area for
16 housing in unused space like downtown is ideal.

17 The area can be accessed by the college population east and
18 west in the city. Large metropolises like Chicago come to mind that
19 have opened up their downtown area to apartment complexes, or have
20 remodeled shops into homes. You know, I've lived in L.A. and Dallas
21 and this building reminds me so much of L.A.

22 The word "sprawl" was bandied about. When I look at that
23 building, I think of sprawl. Couldn't that have been made into a
24 courtyard fashion in some sort of Pueblo or Southwest style, which
25 would make it a little bit more palatable? But not 20 stories.

1 And if people think they can afford the shops that this is
2 going to attract, they've got another think coming, 'cause there's
3 gonna be Starbucks. There's gonna be Coach bag stores, Dulce Cabana,
4 and our wages just don't support that.

5 So, the - and also I already mentioned the e-mail list. I
6 think that's very important. But, I, I, I'm not in for sprawl, but if
7 you think that the people on the east and west side are not gonna come
8 to this building that you planned, this complex, you're seriously
9 mistaken. So, I think you should rethink the traffic patterns and the
10 amount of traffic that you're gonna have. Thank you.

11 ZONING EXAMINER: No. Thank you for ta- -- thank you for
12 taking the time. Who else is here wishing to speak in opposition?
13 Yes. The gentleman.

14 MR. HUNTER: Mr. Shell, my name is Gary Hunter. My wife,
15 Cheryl and I have lived in Blenman-Elm for more than 20 years at 2606
16 East Drachman Street. There are a number of responses I could give to
17 the comments that the developers made here this evening. It's getting
18 late, so, I'm just make a couple of real quick comments.

19 First of all, Keri was talking about the public outreach
20 program in which the developers met with the neighborhood - local
21 neighborhood associations nine times. I attended four of those
22 meetings, and let me tell you. Many of the residents at those
23 meetings were very frustrated, to put it at least. It was not - those
24 were not kumbaya meetings. There was not a lot of, of free exchange

1 of ideas. It was, it was, it was very, very disappointing, very
2 frustrating.

3 Also, this evening, Jim put up on the screen a number of
4 panoramic pictures. Some of them appear in the PAD document. They
5 are, as I say, panoramic pictures, and as he said, they're panoramic
6 pictures. Some of the sequences was what you see of the, of the, the
7 development as you're driving west on Speedway, three-quarters of a
8 mile away, a half a mile away, and a quarter mile away. Same thing as
9 you're driving north on Campbell. Those, as I say, are, are panoramic
10 pictures.

11 Now if you know anything about cameras, if you're, say, at
12 Serengeti National Park in Tanzania, and you see a lion that's maybe
13 three, four hundred feet away from you, you get your telephoto lens
14 out. And that lion is gonna look really big if it's big telephoto.
15 If you get your wide-angle camera out, that lion is gonna be a little
16 speck in the distance.

17 And that's what these panoramic pictures do. They show the
18 structure as very diminished because he's given us such wide-angle
19 panoramic, panoramic presentations. This is not the way the human eye
20 will see that from the positions that the pictures were taken.

21 Okay. I think most of us residents in the historic
22 neighborhoods near Speedway and Campbell will agree on four things.
23 First, unlike the Benedictine Monastery, the Palm Shadows Apartments
24 do not deserve to be preserved. They are ripe for redevelopment.

1 Second. We're in favor of urban density of building upwards rather
2 than outwards into undisturbed desert. Third. A 250-foot high
3 structure is not appropriate adjacent to our historic neighborhoods.
4 Fourth. A 250-foot high structure would fit well among the other tall
5 buildings in downtown Tucson.

6 Some, some of the illustrations that the developers have
7 provided for their various presentations and for the PAD document show
8 a structure that is actually quite attractive. And I wish that that
9 image were still up on the screen here. The developers left it up
10 while all the positive comments were being made. And now the negative
11 comments start, we get a black screen.

12 It's too bad because the, the, the illustration that was up
13 there actually shows a fairly nice-looking building. And if it were
14 built as reasonably close to how it was shown, I think, I think we
15 would be very accepting of it. Even the height, as shown in the
16 illustrations and particularly that illustration that was on the
17 screen, is not really offensive.

18 The only problem is that the actual height of that building
19 is going to be two times the height shown in those illustrations. The
20 actual height of the building will be two times that shown in the, the
21 illustrations. And if that, if that illustration were still on the
22 screen, I could explain it.

23 I've, I've submitted a written comment in which I used
24 trigonometry to show exactly how high it should be. And this, this is
25 not some lame brain analysis. I'm a civil engineer. I am very fact-

1 based. I know my trigonometry. I mean I learned that in high school
2 and, and there, there are a number of reasons that it's very obvious
3 that the illustrations that are in the PAD document and that have been
4 used here tonight, and that have been presented at the neighborhood
5 presentations, give the absolute wrong impression of what that height
6 will actually look like. And you will see that in my written
7 presentation. I hope you give it some consideration. Thank you.

8 ZONING EXAMINER: Actually, I, I - don't, don't walk away.
9 I actually did read your presentation -

10 MR. HUNT: Okay.

11 ZONING EXAMINER: - because yours, yours caught my eye,
12 'cause I remember, 'cause you're the one that came in with the red
13 lines and -

14 MR. HUNT: Right. Right. Right.

15 ZONING EXAMINER: - profiled what -

16 MR. HUNT: Uh-huh.

17 ZONING EXAMINER: - you thought was gonna be the building
18 height.

19 MR. HUNT: Uh-huh.

20 ZONING EXAMINER: You, you brought up a point in my mind,
21 so, I'm curious. How did you come about that height?

22 MR. HUNT: It's, it's simple trigonometry. The - if you've
23 read that you know - and I, I, I think I explained it in, in the
24 written comments.

25 ZONING EXAMINER: Yeah, but I'd like to hear it from you.

1 MR. HUNT: Okay. Okay. The southwest corner of the 12-
2 story portion is 154 feet high, okay? Now you can determine within a
3 few feet of where the point of view is. It's on the southeast corner
4 next to the Aloft Hotel, specifically just west of the, of the bus
5 shelter that's there, okay?

6 It's 310 feet from that point to the southwest corner of
7 the building, okay? The (inaudible) of, of 154 over 310 is 24.4
8 degrees, okay? So, from horizontal up to the top of that 12-story
9 portion is 24.6 degrees. Do you follow me?

10 ZONING EXAMINER: No. No, I absolutely -

11 MR. HUNT: You don't (sic)?

12 ZONING EXAMINER: - follow you. I'm, I'm an architect, so,
13 I mean -

14 MR. HUNT: Yeah. Yeah. Well, -

15 ZONING EXAMINER: - I, I do follow you.

16 MR. HUNT: Probably somebody in the City of Tucson
17 understands trigonometry. And I would suggest that you consult with
18 them.

19 ZONING EXAMINER: Well, here's, here's - I just want to go
20 back and I really do want to understand this.

21 MR. HUNT: Uh-huh.

22 ZONING EXAMINER: 'Cause that was actually a heck of a
23 cont- -- contradiction between what the Applicant shows and what -

24 MR. HUNT: Right.

25 ZONING EXAMINER: - you are claiming.

1 MR. HUNT: It is. It is.

2 ZONING EXAMINER: But you did say, I did hear you
3 correctly, didn't I, that you said that you were basing it on the
4 12-story building out on Speedway?

5 MR. HUNT: The - no. The, the 12-story portion of the
6 proposed structure.

7 ZONING EXAMINER: That's what I mean. Of the pro- --

8 MR. HUNT: Yeah.

9 ZONING EXAMINER: And that -

10 MR. HUNT: South (inaudible)

11 ZONING EXAMINER: - if you remember in the very beginning
12 of the hearing, I actually asked the architect this question because I
13 was confused over this because there's parts of the PAD document that
14 describe the buildings along Speedway as being twelve - a hundred and
15 twenty feet. But, yet, when you look at that rendering, it was only
16 drawn as a six-story building. And as a six-story building, you know,
17 you're, you're significantly under 120 feet.

18 So, I guess my question to you would be, your actual
19 envelope would more accurately be a representation of the PAD envelope
20 that would -

21 MR. HUNT: Right.

22 ZONING EXAMINER: - allow them the flexibility.

23 MR. HUNTE: Right.

24 ZONING EXAMINER: And as I believe Mr. Portner said, or
25 maybe it was the architect, as the building tower comes down, the

1 perimeters of the building will go up to make up for the square
2 footage.

3 MR. HUNT: Uh-huh. Sure.

4 ZONING EXAMINER: So, I, I do understand what you're
5 asking. Now I'm getting - I understand why your drawing was so much
6 different than the rendering.

7 MR. HUNT: Uh-huh. Okay. So, so, what you're saying is
8 the, the, the southeast portion in the rendering is actually only six
9 stories?

10 ZONING EXAMINER: If you look at the rendering and count
11 the floors, yeah, it's actually -

12 MR. HUNT: Yeah.

13 ZONING EXAMINER: - drawn as a six-story building.

14 MR. HUNT: Okay. Okay. (Inaudible)

15 ZONING EXAMINER: So, that's what was, that's what was
16 confusing even me.

17 MR. HUNT: Uh-huh. Okay. Well, that's, that's quite
18 interesting to know because that, that makes, it makes sense with some
19 of the other things that I've done. But it seems a little bit
20 dishonest to - for the developers to be saying that the southwest part
21 of that structure is going to be 12 stories high, and then they give
22 us all these illustrations where -

23 ZONING EXAMINER: Yeah.

24 MR. HUNT: - it's only six feet (inaudible)

1 ZONING EXAMINER: No. And that's what - that confused me
2 as well.

3 MR. HUNT: Yeah.

4 ZONING EXAMINER: So, that's why I asked him the question I
5 did.

6 MR. HUNT: And, and I, I think if you look, if you consider
7 that, that the southwest portion as shown is only six-stories high,
8 then the portion - the, the highest portion of the envelope, that is
9 nowhere near the 250 feet high.

10 ZONING EXAMINER: Well, that, that I don't know anything
11 about.

12 MR. HUNT: Yeah.

13 ZONING EXAMINER: But I do appreciate it. And in the
14 interest of time, I'm gonna cut it short right now.

15 MR. HUNT: Okay.

16 ZONING EXAMINER: But I do appreciate you answering my
17 question, 'cause I, I was very curious how you came up with your, your
18 version of the rendering.

19 MR. HUNT: Right. Right.

20 ZONING EXAMINER: So, but thank you very much.

21 MR. HUNT: Yeah.

22 ZONING EXAMINER: I appreciate your time.

23 MR. HUNT: Do, do you understand that the, the highest
24 portion that -

1 ZONING EXAMINER: No, I get it. And, but what was your
2 second point that you said the residents all understood? That Palm
3 Shadows needed to come down and you said there were four points, and
4 you were talking too fast, I couldn't write them down.

5 MR. HUNT: Second point was, we're in favor of urban
6 density of building upwards rather than outwards into undisturbed
7 desert.

8 ZONING EXAMINER: Okay.

9 MR. HUNT: Okay?

10 ZONING EXAMINER: Thank you.

11 MR. HUNT: Thank you.

12 ZONING EXAMINER: Who else here - I believe you had your
13 hand up to speak in opposition? Come on down.

14 MS. McLAUGHLIN: (Inaudible) someone else, and then I'll,
15 I'll be ready.

16 ZONING EXAMINER: Absolutely. Who else would like to speak
17 in opposition? Yes. The gentleman with the glasses.

18 MR. WOMACK: See if I can get this so I can be heard. My
19 name is Mort Womack. I live at 2704 East Drachman Street. Actually,
20 have lived there for over 40 years.

21 I would like to add something, though, that's not in my
22 written supplement. And that is in terms of the P- -- in terms of the
23 PAD that has now been put so that it's at least somewhat accessible on
24 the home page of that. There's a drawing, or perhaps I think it may

1 be page seven. I don't remember the name now, but since the question
2 came up, there's a picture of this particular intersection.

3 And if you look at it from above, and if you look at it, it
4 does not look anything like the intersection that we all know as
5 Speedway and Campbell. Because if you look at it, you will see that
6 it is maybe a 60-degree angle rather than the 90-degree angle that
7 those form.

8 And the same thing is true of the opposite corner, the one
9 where the Aloft is. In that case, it's approximately, I would say
10 120-degrees in that picture. That's because once again, we have the
11 problem here of what kind of photos are being used.

12 The photos are being used basically for wide-angle reasons,
13 perhaps because that's what their device had on board. But if one is
14 not truly believing, it could be because they minimize a lot of the
15 rise in the structure they're talking about.

16 In 2014 when I first heard of the proposed Palm Shadow
17 development, I was appalled that anyone would suggest putting such a
18 monstrous skyscraper next door to historic neighborhoods. If it
19 belonged anywhere in Tucson, it should be downtown, as many other
20 people have thought.

21 It was completely out of scale with anything in the
22 surrounding neighborhood. I went to an informational meeting that May
23 - May of 2014. And I've been to at least three others since then. I
24 still feel that such a structure is totally inappropriate. But there
25 are other issues that I think are much more significant.

1 The proposed development would greatly affect the
2 livability of neighborhoods such as Blenman-Elm or Sam Hughes. But it
3 will also affect commuter traffic coming from Wilmot or Stone along
4 Speedway, or north-south traffic along Campbell. The intersection of
5 Speedway and Campbell is well over capacity. It's frequently
6 seriously backed up during morning and afternoon rush hours.

7 Fender benders and worse are all too common there. It is
8 one of the intersections cited by two personal injury firms as
9 dangerous intersections in their ad. This high-density development
10 will add significantly to existing traffic congestion.

11 The developers say that they are designing for walking,
12 biking and streetcar use as opposed to private vehicles, conveniently
13 ignoring that they're also constructing a thousand-plus car garage
14 structure. Why, if so many people are biking and walking? I wonder.

15 You might ask, how many patients are going to be reaching
16 the medical offices in this proposed development by walking or biking?
17 Not too many I would think. If people choose to go to the grocery
18 store, Whole Foods is talked about a lot.

19 Whole Foods is currently a short ways east on Speedway.
20 They could be taking the bus, walk, or biking there instead of driving
21 their cars. But if you by there, and it's not too far from my house,
22 what you see are cars.

23 They don't know, excuse me, they don't now use these forms
24 of transportation. And most won't in the future if this PAD is
25 approved. How many people want to carry a full load of groceries

1 walking in the neighborhood? I don't. When I buy my groceries, it's
2 bags. I'm not gonna carry them in the Tucson sun.

3 Same thing is going to be true of most of the clients that
4 go in here. They know that they need to have this car development.
5 They will generate lots of car traffic if their businesses are
6 successful, and hence this huge parking structure.

7 They recognize in the PAD that there will be a need for new
8 long-turn lanes. Longer wait times. And they don't know if it will
9 really work. So, on page 83, they specify that they feel they need to
10 modify. It will be called a minor change by definition here. And
11 they won't have to go through this process again, making the
12 distinction between minor and major changes.

13 Why focus on traffic congestion, because I think there's
14 lots of issues here. But I did this because this is going to affect
15 our neighborhoods, and the outlying community quickly and directly.
16 We already see lots of extra traffic going down our streets during
17 rush hours. They aren't neighborhood cars coming home.

18 By and large, they're impatient people avoiding blocked-up
19 traffic arteries by cutting through on residential streets. They
20 barely slow down for stop signs and plow through yields. Our
21 neighborhood streets are clogged with workers at Banner already.
22 This will only make it worse. Banner already has shuttles for some of
23 its workers. What plans does Palm Shadows have its workers? I didn't
24 see any in the PAD.

1 The traffic problems at Speedway and Campbell will be even
2 worse because roads will be torn up, making changes to that
3 intersection for new lanes, as will the dedicated north turn lanes to
4 the west of Campbell.

5 In addition, the PAD indicates sewer system is already at
6 capacity. So, we can anticipate further disruption and congestion as
7 they tear up the streets to work on the sewers.

8 If you go on and raise similar issues about the helicopter
9 flights to Banner - but after four meetings, I can tell you the
10 answers. That the helicopters flying over the heart of your
11 neighborhood is not what they're supposed to be doing. That's not
12 their directive.

13 If the pilots don't follow the prescribed flight path, it
14 has nothing to do with the Palm Shadow developers. They tell you they
15 can't control it. As far as they're concerned, putting a 20-story
16 tower next to a major hospital isn't really an issue. Just a little
17 extra something for helicopter pilots to deal with.

18 I have a few concluding comments based on the PAD documents
19 and the four meetings I attended. The developing team liked to
20 describe this as an open transparent process. But I did not think so.
21 Each meeting was tightly controlled presentation and probing questions
22 were not entertained.

23 If you wanted to have something clarified, you were
24 frequently told to save your question 'til the end when no one else
25 could hear it, or the answer. If you did try to interrupt the

1 controlled flow of presentation, people were sometimes not
2 acknowledged, while others were cut off or belittled when they asked
3 questions.

4 If you questioned their ideas, you were told that you were
5 afraid of change. The developers apparently didn't find it acceptable
6 that you might legitimately have a different opinion than they did.
7 They showed lots of pretty renderings, drawings and photographs from
8 around the world, leaving the impression that this is what they will
9 build. But throughout the PAD, there were statements that this or
10 that may change due to market forces, i.e., their profits won't be
11 maximized.

12 For example, on page 71 of the PAD, tells you that this
13 document is conceptual in nature, and they have changes in final
14 design. In other words, their PAD is a pretty story, but probably
15 should be filed under Fiction.

16 The other point I would make is that people in the
17 surrounding neighborhoods received very little notification of this
18 development, the legal necessity at best. I would estimate that no
19 more than 10% of the neighbors in Blenman-Elm were aware of this
20 development. And I have been told the same sort of estimate for Sam
21 Hughes.

22 For a development of this magnitude, the City needs to do
23 better. This is not the fault of the development team. I think it's
24 the fault of the City. This isn't a development about the height of

1 your neighbor's wall. And something should have been to make sure
2 that everybody knew about it.

3 Relying on the Neighborhood Liaison Group didn't seem to
4 work very well, at least not in Blenman-Elm. I think the City should
5 require large developers to send out letters to each household in the
6 surrounding neighborhoods. And I also have concerns with the
7 enforcement of the provision of the PAD, something you alluded to
8 earlier.

9 The Neighborhood Liaison Group that the development team
10 referred to as their check (sic) does not seem to me to be a group
11 that is reliable in terms of actually anticipating what is needed in
12 their neighborhood. It is too hard it seems for them to really get to
13 the neighbors in their neighborhood and find out what they're
14 thinking. And for something of this magnitude, we need more than just
15 the leaders' opinions. Thank you.

16 ZONING EXAMINER: Thank you very much. Good evening.

17 MS. McLAUGHLIN: Good evening. I'm Kathi McLaughlin. I
18 live at 2739 East Carthay Circle. I seem to be the only architect on
19 this side of the room. But I'm really here representing the 1,000
20 people who signed our petition against 20 stories. That's all it was
21 about was not 20 stories. Thus, the button.

22 Neighbors circulated hard petitions that people signed. We
23 got 610 signatures in a pretty contracted time period. We also put on
24 the change.org website the same petition, and I'll read it to you.

1 We, the undersigned, support appropriate development in the
2 City of Tucson. We are opposed to the construction of a 20-story high
3 residential commercial building on the Palm Shadows property at the
4 northwest corner of Speedway and Campbell. Instead, we suggest that
5 the City allow several buildings no taller than six, six to eight
6 stories which would be consistent with the Aloft structure on the
7 southeast corner of the same intersection, and also consistent with
8 the Banner UMC buildings to the north along Campbell.

9 This development will almost certainly become a template
10 for use throughout the city, and 20 stories is not appropriate for
11 this or any other location within the city other than downtown,
12 Broadway and Rosemont, and Broadway and Wilmot. The City has
13 identified, through the zoning process, the two locations where high-
14 rises are appropriate. And the original PAD intent was for planning
15 on a 40-acre parcel at a minimum.

16 And my understanding is that this developer needed to
17 actually purchase land in order to even reach the two-acre threshold.
18 But that being said, I agree with 90% of what the people who were here
19 in support of this development have said. What, what I'm about is not
20 20 stories.

21 As an architect, I know I'm given a budget, and I'm given a
22 program, and I design something that will meet both. I don't design
23 something to be a monument to my ego, or to outlive me and basically
24 flip the bird at the rest of the city. Do you know what the people
25 living in the Foothills are gonna see? That's what they're gonna see.

1 So, not 20 stories. It sounds like the architect already has a Plan
2 B. Make them implement it.

3 ZONING EXAMINER: Thank you. Yes. Come on down. No. I'm
4 pointing to you.

5 MR. SAKALAS: Good evening, Mr. Shell and Mr. Beall. My
6 name is Vytas Sakalas. I live at 2505 East 1st Street, which is in the
7 Sam Hughes Neighborhood right by Himmel Park.

8 I have to say that this is overall a very nice project, and
9 I give my congratulations to the architects for coming up with
10 something that is really very beautiful and takes a lot of important
11 issues into consideration, especially sustainability.

12 However, there's one big problem, and that is location,
13 location, location. It's way out of scale with everything around it.
14 We have two nodes of high-rise buildings in Tucson now. Downtown and
15 the Williams Center area. One of the things that I like about this
16 project is that it steps down from the highest tower down to smaller
17 buildings.

18 And the city is actually designed to do the same thing, to
19 nicely step down from the two main nodes of high-rise buildings down
20 to the neighborhood size. As the Aloft Hotel was mentioned, it's
21 mostly seven stories tall with an eight-story cap on the west end.

22 I think that this project being called a gateway is a
23 little bit misleading, if it's two and a half times the height of the
24 Aloft Hotel. If it were roughly the size of the Aloft Hotel, then it

1 would form a gateway. It would be a symmetrical kind of gateway. But
2 now it would stand out as a monolith its own.

3 The zoning process raises many questions. One is what good
4 are zoning laws if they're routinely circumvented using a PAD? I can
5 understand a 10%, maybe 15% variance in height restrictions. That
6 would be reasonable. But a 250% height change is excessive and
7 unreasonable.

8 I think that the Zoning Department put in farsighted zoning
9 restrictions for a harmoniously built city. Also, I, I understand
10 that tax revenue is important. But so is quality of life. And
11 midtown Tucson has its own special charm, and it's what drew many of
12 the residents of midtown to live in this area. It's basically a
13 suburban scale area. It's not urban. They keep banding about the
14 word "urban". Urban design.

15 But urban is like downtown, tall buildings and high
16 density. We're not in that kind of a location in midtown. And most
17 residents want to maintain this, this character of midtown. We don't
18 want to see downtown spread itself into midtown.

19 There's an on-line poll that shows that over 70 - roughly
20 70% of people want the building to be no more than ten stories in
21 height. Some want it to be only five or six, some want it eight.

22 Another question is occupancy. There's so many new
23 buildings going up all at once. Right now, there's a nine-story
24 project going up at Broadway and Park for student housing. How will

1 these places get occu- -- fully occupied if they're all built at once?
2 I doubt that that, that that would happen.

3 The same fate might, might befall this project as Sam
4 Hughes places is right now experiencing where it's mostly empty for
5 years. Does the voice of the people that are most affected in the
6 matter of zoning matter?

7 So, I'd like to propose a possible solution to the problem
8 of the 20-story tower portion of this development, which as I said,
9 it's mostly a very nice development. The 20-story tower's shaped kind
10 of like a cereal box. Very thin on one side, and very wide on, on two
11 other sides. Thin on two sides, wide on the other. And those are the
12 east and west sides that are very thin.

13 If the thickness of the tower were doubled, and there's
14 plenty of room for that, the height could be cut in half from 20
15 stories down to ten. But then we still have to deal with the problems
16 of traffic, noise, congestion, and I'm not sure that, that all
17 residents of the area would agree to that.

18 As Kathi mentioned, we have about a thousand signatures
19 collected already that oppose this project. I've actually personally
20 collected about 300 signatures. And I found that only one out of ten
21 people, roughly, have even heard of this project when I approached
22 them. And after I explained that there's a 20-story tower proposed
23 for the Speedway and Campbell intersection, most of them are appalled.
24 And I would say about 90% of people that I've spoken with are opposed
25 to that.

1 This would set a precedent if, if the 20-story tower were,
2 were allowed. Other developers would soon come in and say, "Hey, you
3 gave this developer the, the exemption, the zoning exemption. I
4 deserve one, too." We have to be fair. That's why I think that this
5 should actually be put to a vote. This project should be put to a
6 vote by the people of Tucson.

7 It's too important, it has too great an impact to just
8 allow it to be sort of a backroom deal, which what it seems like it's
9 become because so few people have actually heard about it. I also
10 brought some pictures which, which I showed you in passing, and you
11 have some copies, of Chicago, Los Angeles and Phoenix, the skylines.

12 As you can see, the tall buildings are clustered. And then
13 for miles and miles out in all directions are short one-to-two-story
14 buildings. That's what we envision Tucson to look like, too. Not
15 just Willy Nilly skyscrapers popping up wherever. A developer happens
16 to own some land. That's not a good enough reason just because you
17 own land to build a skyscraper. Thank you very much.

18 ZONING EXAMINER: Thank you very much. Appreciate the
19 time. Who else is wishing to speaking in opposition?

20 MALE SPEAKER: (Inaudible)

21 ZONING EXAMINER: I'm sorry? Anybody here in opposition,
22 or has everybody had their chance?

23 MS. DeFEO: I'll just say a couple things.

24 ZONING EXAMINER: Oh, chime on in.

25 MS. DeFEO: I don't have (inaudible)

1 ZONING EXAMINER: Just say it into the microphone after you
2 state your name and address for the record.

3 MS. DeFEO: Nancy DeFeo, 2122 East 6th Street, Sam Hughes
4 Neighborhood. And I, too, think this is a beautiful building for a
5 certain place. And I'm thinking this is a matter of build it and
6 they'll come, like millennials are going to be attracted to this.
7 Basically, I see it as a building of transients, people who are going
8 to just come and go from this building.

9 I think it's a dream that people are going to buy high-end
10 apartments here in a very soft condo market, and I think it is going
11 to be some apartments, and, yes, there'll be a hotel. And I hope a
12 really good one.

13 And, yes, there will be cars. It is a place where people
14 will come and go. Not that many people in the heat of the summer are
15 gonna be trudging over there. We have access to markets in our
16 neighborhoods, and even they struggle a bit.

17 Our Rincon Market is turning over. Natural Grocers does a
18 (makes sound) business. They're gonna move maybe Whole Foods a couple
19 blocks to this building. Maybe it'll bring in more students and
20 people from the University. But they're all driving to and from work,
21 anyway.

22 There'll be some people on bicycles. I don't think
23 there'll be that many pedestrians. And I hope for their sake if they
24 build something of this magnitude that they can get better occupancy

1 rates than a lot of other places do because I don't think we have big
2 occupancy in a lot of the commercial buildings in Tucson.

3 And to me, it looks like a mini-mall topped by a hotel,
4 topped by maybe some high-end apartments - and, and I hope they're
5 successful. It's not exactly what I would want next to my
6 neighborhood in Sam Hughes. I don't feel it really fits there.

7 A smaller scale thing would be great, because I see also
8 that this is going to be stamped across the street where we have,
9 where we have Taco Bell, Wendy's. Oh, boy, they'll sell out so fast.
10 If they could do a project like this, that other raggedy old
11 restaurant that comes and goes. And there's a fraternity thing, so,
12 the University will have - they'll figure out something there.

13 And then it's gonna go down further because 6th Street is
14 also really considered a gateway. And so, we'll have across from Sam
15 Hughes place, that'll go real easily, you know? And I just see that
16 this is going to be like the pox, because we also have on the other
17 side of our neighborhood the Benedictine Monastery which in its
18 pictures, its projection with its little envelope things, looks like
19 three cruise ships that have come in and run aground in Venice. If
20 you could picture that, because Venice doesn't have tall buildings.
21 If you could picture cruise ships coming in.

22 So, this is the kind of feeling I have that's encroaching
23 on our neighborhood that we're starting to get these very big things
24 surrounding the historic neighborhoods and trying to get in as close
25 around the University as they can.

1 And then that's also another transient apartment complex.
2 I hope that we can bear it without taking away from one place to give
3 to this place, and then we have all these other abandoned buildings.
4 And, you know, we're just gonna keep moving these populations of
5 transient people that are shopping and renting and visiting.

6 We want for our neighborhood, to grow our neighborhood to
7 welcome families. We want to support the kinds of infrastructure that
8 will make people come and want to walk their baby buggies and teach
9 their children to ride the bikes in those neighborhoods, those old
10 neighborhoods.

11 And we see, I think we feel very much this urbanization
12 which is very much opposed to that (inaudible) And I don't see
13 millennials coming here because this building is here 'cause it has
14 maybe some shops. Or you can go have coffee there. Don't see it.
15 But anyway, I wish them well.

16 ZONING EXAMINER: Well, thank you very much. I appreciate
17 it you taking your time.

18 MS. DeFEO: Because if they fail, it will be not good for
19 us. Thank you.

20 ZONING EXAMINER: No. Thank you. Is there anybody else
21 here wishing to speak in opposition? Seeing and hearing none, is
22 there anybody here that's neutral? I didn't think there would be.
23 Seems like kind of a love-hate thing.

24 At this point, then, what I'd like to do is I'd like the
25 Applicant to pick whomever she would like to come up and address

1 whatever issue she chooses to address. And bear in mind, it's 9:51.

2 Do you know where your children are? How you doing, Keri?

3 MS. SILVYN: Good. So, actually, I just wanted to say that
4 we've appreciated all of the comments during the public hearing
5 process. And we've, we have approached this project with the idea
6 that we're continually giving good information and trying to get the
7 facts out there.

8 And have acknowledged that there is a, there is a point
9 where there's an, an agreement to, to disagree. That there are a
10 couple different visions for the project, and we have ours. And that
11 is what we're putting forth this evening.

12 So, I don't really need to go back and, and if there's
13 something in particular you heard that you would like us to address,
14 we'd be more than happy to address that.

15 MALE SPEAKER: (Inaudible)

16 MS. SILVN: Well, I can go through it systematically if you
17 want me to, but -

18 ZONING EXAMINER: No, I don't think that'd be necessary
19 actually. To be honest with you, I didn't hear a whole lot of things
20 that need to be addressed by the Applicants. I could pretty much
21 figure them out for myself. I did just have one question, I guess,
22 for any of the development side of the team.

23 I'm just curious about, I mean I've, I've seen other
24 written comments coming in about property values, and taxes, and
25 things like that. And obviously, I'm an architect, so, I shouldn't

1 even be talking about the subject. But I am curious, 'cause I know
2 you all have a deep history here in town.

3 When 5151 was developed, and 4400, those were two buildings
4 that were absolutely isolated from any zone that was designated to be
5 high-rise. And I'm curious what buildings like that have done to the
6 economy just in that area as far as property values, or if you have
7 any opinion on that, 'cause I kind of equate this project to that.
8 'Cause that - those were isolated tall buildings in an otherwise very
9 low area.

10 MS. SILVYN: So, I'm gonna, I'm gonna take a crack at it.
11 I don't know if Richard wants to respond. But the idea of - first of
12 all, I want to point out, I think Ms. Phelan just came by and put this
13 on the (inaudible) I think it's her comments that she read. So, I
14 want to make sure you pick these up. She put them on top of my
15 papers, but I think they were meant for you.

16 The property values, and property valuation is a really
17 difficult thing to talk about because there are so many things that
18 influence what happens to property values, right? The overall
19 economy. A question of whether somebody decides, a group of people
20 decide to invest in their property.

21 And this is a spot where I always rely on appraisers to
22 talk to me and give me the facts, 'cause they can go back and do the
23 history and figure out the facts.

24 The reports that I've read, Urban Land Institute, and a few
25 other places that have tried to work to track development and

1 investment in properties, and what it's done to the surrounding. And
2 property owners choosing to invest, whether that's building a high-
3 rise, doing other things has generally caused property values in the
4 area to, to increase.

5 But again, you know, somebody who invested in their
6 property two minutes before the most recent crash in the economy, the
7 data would show that's not the case. But what is the reason, right?
8 It's not the investment in the project. So, it's a very complicated
9 answer. And I realize that I'm not really answering it. But part of
10 the reason is we don't have an appraiser with us.

11 ZONING EXAMINER: Right.

12 MS. SILVYN: And those are the kinds of facts that I would
13 want to talk with them about. I can tell you the developer of 5151 is
14 also a client of mine from back in the day. And he intended that to
15 be a couple different towers. And the reaction to the first tower
16 was, was fear.

17 And he ended up not doing the, the additional density in
18 the area. However, that prompted Williams Center and everything else
19 that's gone on in the area. So, I don't have a lot of that history,
20 and I want to be careful not to make myself an expert in something I'm
21 not. But I would want an appraiser to answer that question.

22 ZONING EXAMINER: It was just something that's in the back
23 of my mind, 'cause this - I, I realize everybody has to start
24 somewhere. And this one's kind of the first one in the area, but it's
25 really not, you know, relative to what's already there.

1 And I just know also it's hard to compare apples and
2 oranges because there's no other site that I can think of as an
3 architect that's similar to this one with the amount of support that's
4 already there.

5 I, I think the, the other people in your team has made a
6 good point about describing how the city is already supporting this
7 project which is something that normally, we don't have the benefit
8 of. So, I'm always up here listening to cases where I'm thinking
9 about the infrastructure and what's going to support this.

10 So, but I was just curious what your opinion was on, on the
11 other tall buildings that we have in town that nobody's really talked
12 about. Other than that, I have no real - other than maybe the traffic
13 engineer - is Vince still here?

14 Yeah. Good. A lot of people are concerned about traffic.
15 So, if you could, I would just like to ask you a couple of questions,
16 if that's okay.

17 MR. VASQUEZ: Yes, sir.

18 ZONING EXAMINER: Obviously, we all drive Speedway and
19 Campbell in various forms. I know that you've outlined what's gonna
20 be done to try and offset everything that we're creating. But in your
21 opinion, will that actually take care of the problem, do you think?

22 MR. VASQUEZ: Well, it's interesting. When we did the
23 study, counts on 2012, and then we went back in 2015. We had a
24 decrease of traffic on Speedway and Campbell. So, what you're seeing
25 - used to have an issue where, you know, if a Home Depot or, you know,

1 if I'm going to Whole Foods, I'm gonna go to the Whole Foods by my
2 house. I'm not gonna shop all the way across ten miles to get to the
3 Whole Foods there.

4 So, dependent on the uses, a lot of these uses will be
5 generated from, and used in that particular area. So, that's some of
6 the things that we kind of take into consideration is what's happening
7 when people go to the, to the Banner and then get off work? Where are
8 they gonna eat? They're gonna be eating there.

9 So, part of their trips are that they're there already, and
10 they made a, a trip there. Same thing with the U of A students.
11 They're not gonna get in their car to drive over there. They're gonna
12 walk under Warren. A lot of services that are being recommended or
13 being proposed at this location are for the immediate area.

14 Now granted, if I'm gonna go to a nice restaurant, I might
15 drive across town. But I also have capacity issues on having nice
16 restaurants across town. So, those are all taken into consideration
17 when we look at the trips and how the trips are generated. And that's
18 in the report about pass-by trips and captured trips.

19 The improvements at Speedway and Campbell right now, we
20 don't have dual lefts there east-west. So, that's one of the reasons
21 why we don't have the capacity at that intersection. Most major
22 arterial, arterial intersections have, you know, the three throughs,
23 and they have dual lefts on all lags.

24 In this case, Speedway does not. And a lot of times with
25 the lag left scenario, you're backing people up past into the through

1 - so, you don't actually optimize the left-turn movement because you
2 don't have the dual lefts. So, that would be an improvement, and
3 benefit the capacity at that intersection.

4 ZONING EXAMINER: I think that was the main question I had
5 for you. Thank you very much. Appreciate that. I have no other
6 questions for you folks. Isn't that nice? So, unless anybody else
7 has any burning desire to say something, I would like to go ahead and
8 close the public hearing. And state that I will have a decision
9 within five days of tonight. And then we will move forward with this,
10 depending on that. So, thank you all for your patience. I appreciate
11 your politeness, and drive carefully.

12 Pardon? Is there anybody still in the parking garage?
13 Show of hands. Anybody in the parking garage? No.

14 (Case: C9-18-04 was closed.)

I hereby certify that, to the best of my ability the foregoing is a true and accurate transcription of the original tape-recorded conversation in the case reference on page 1 above.

Transcription Completed: 05/02/18



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