REZONING
Preliminary Development Plan
C9- 19-16 Date 8-16-2019
Planning & Development Services

Welcome Broadway

Planned Area Development

Broadway Boulevard and Park Avenue

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Submitted to:
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APPENDIX B: Review of Area and Neighborhood Plans

APPENDIX C: Historic Property Assessment

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2. 948 E Broadway Historic Property Inventory Form
3. SHPO Concurrence Memo, September 18, 2017

APPENDIX D: June 13, 2016 LOMR

PART 1 – INTRODUCTION

A. Overview

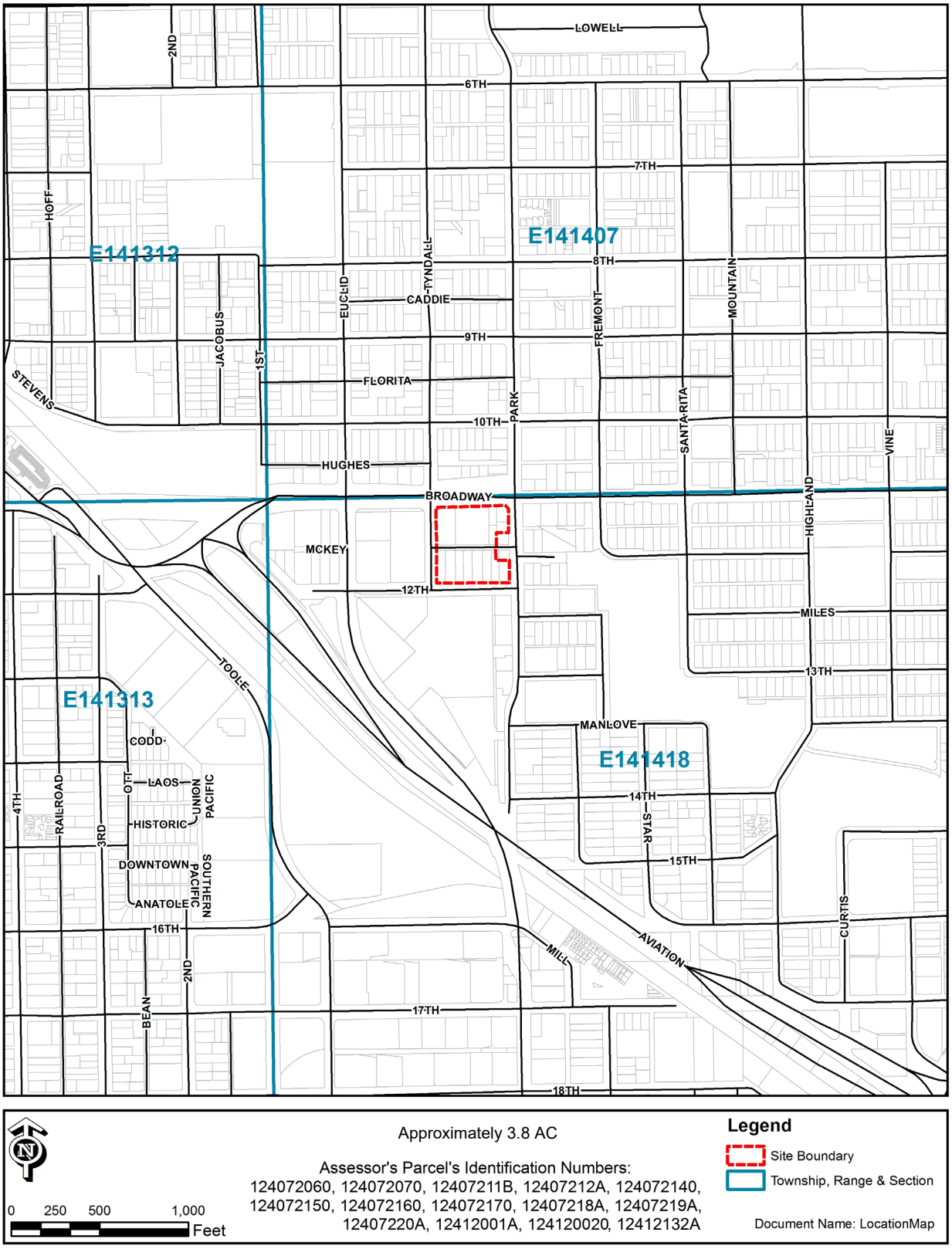
The Welcome Broadway Planned Area Development ("PAD") is located on approximately 3.8 acres (the "Property") at the southwest corner of Broadway Boulevard and Park Avenue. (See **Exhibit 1.A**, which includes a list of Assessor's Parcel Numbers for all PAD parcels.) The City of Tucson ("City") purchased seven of the fourteen PAD parcels ("City Parcels") in October of 2007, including the former Broadway Volvo car dealership. Welcome Tucson, LLC and WD Tucson RE, LLC (sister entities) own the remaining PAD parcels ("WD Parcels"), which includes the Welcome Diner at the southeast corner of Broadway Boulevard and Tyndall Avenue

The City Mayor and Council issued a solicitation inviting proposals for purchase and redevelopment of the City Parcels. This allowed the successful bidder, WD Tucson, to bring together the City Parcels and WD Parcels into this PAD rezoning process.

2014 Broadway Volvo Visioning Workshop

Prior to the bid process, City staff from economic development, transportation, and planning explored the redevelopment of the City Parcels, hosting a special meeting on September 18, 2014. The meeting included various stakeholders from the nearby Miles and San Antonio neighborhoods, and stakeholders from the Broadway Corridor Project ("Broadway Corridor Project") representing design, business and development interests. The goal was to envision the potential redevelopment of City Parcels. **Appendix A** includes the summary notes from the workshop. **Appendix B** includes a summary developed in preparation of the Workshop that lists goals found in the Arroyo Chico Area Plan and Miles Neighborhood Plan relevant to the City Parcel redevelopment.

Exhibit 1.A: Location Map



Approximately 3.8 AC

Assessor's Parcel's Identification Numbers:
124072060, 124072070, 12407211B, 12407212A, 124072140, 124072150, 124072160, 124072170, 12407218A, 12407219A, 12407220A, 12412001A, 124120020, 12412132A

0 250 500 1,000 Feet

Legend

Site Boundary

Township, Range & Section

Document Name: LocationMap

The predominant comments gathered described a mixed-use infill project that complemented both residential and commercial surrounding properties, created multi-modal opportunities, and reduced, as would be practical, any negative impacts on the surrounding residential area. Further, the predominant stakeholders' view was the Property has potential to be a gateway project to the Downtown. This view is similar to earlier planning considerations of the intersections of Euclid and Broadway as well as Park and Broadway. The Property could include urban design features that may eventually apply to similar development opportunities along the Broadway Corridor Project and the larger surrounding area.

The Broadway Corridor Project, which began in 2012, focuses on the widening of Broadway and improving sidewalks, bike lanes, streetscape, and other engineered aspects of the corridor. Construction of the new roadway is anticipated to begin in 2019.

In addition to zoning standards and adopted land use plans, multiple documents involving visioning, corridor history, and revitalization and economic development were referenced in developing this PAD document and are included in the References section of this document.

B. PAD Rationale and Goals

The Property is currently zoned a combination of C-3 and I-1, which permits all the uses envisioned within the PAD. The purpose of the PAD is to refine this vision of uses and establish an urban form of development for the Property that complements the prior work and will create an economically viable project. The PAD establishes zoning with distinct standards that apply to the constraints and opportunities of the Property and its surroundings more effectively than general zoning standards. With the on-going development of the Broadway Corridor Project, this proposed PAD, which encourages transit-oriented development, represents the most efficient and effective way to complement both transportation and land use planning in this area. Additionally, the PAD continues the vision of the 2014 Visioning Workshop to pursue mixed use infill on the Property. A PAD rezoning is consistent with the land use guidance from these efforts and proposes land uses and design standards tailored for corridor infill development.

This PAD develops guidance, using community stakeholder input, for achieving a mixed-use development on the Property that meets the following goals:

- Economically successful project;
- Transit-oriented or mixed-use development that excludes the following uses, per City agreement with surrounding neighbors:
    - Billboard
    - Group dwelling
    - Convenience store with gas station
    - Large retail establishment
    - Automotive – major service and repair
- Aesthetically compatible design to promote density and urban form while respecting the surrounding neighborhoods;
- Coordination with Neighborhood Liaisons of the adjacent registered neighborhoods, specifically Barrio San Antonio and Miles;
- Coordination that addresses adjacent uses and potential impacts to those uses;
- Inclusion of street-level amenities and encouragement of pedestrian activity along Broadway; and,
- Use of parking strategies that encourage shared parking in existing and new parking lots or structures at or near the Property.

C. Conformance with General and Area Plans

The Welcome Broadway PAD envisions a mixed-use infill project that complies with *Plan Tucson* and *Arroyo Chico Area Plan* ("ACAP") policies in accordance with Unified Development Code ("UDC") Sec. 3.5.5.C.1 (Application Processing and PAD Establishment).

This PAD has been developed to be in conformance with the following:

<u>*Plan Tucson*</u> - *Plan Tucson* is the City's General & Sustainability Plan, which was ratified by voters in 2013. The PAD is in general compliance with the policies and goals of *Plan Tucson*, specifically the following policies:

- LT1 that addresses an integrated land use and transportation and urban design to optimize mobility and neighborhood character,
- LT2 that encourages interdepartmental communication on land use and transportation decisions,
- LT3 that supports opportunities to locate development near transit, encourages bicycling and walking, adds to multi-modal choices, develops high density residential near transit corridors, and

- LT4 that ensures sensitive design in context with surrounding scales and intensities of development.

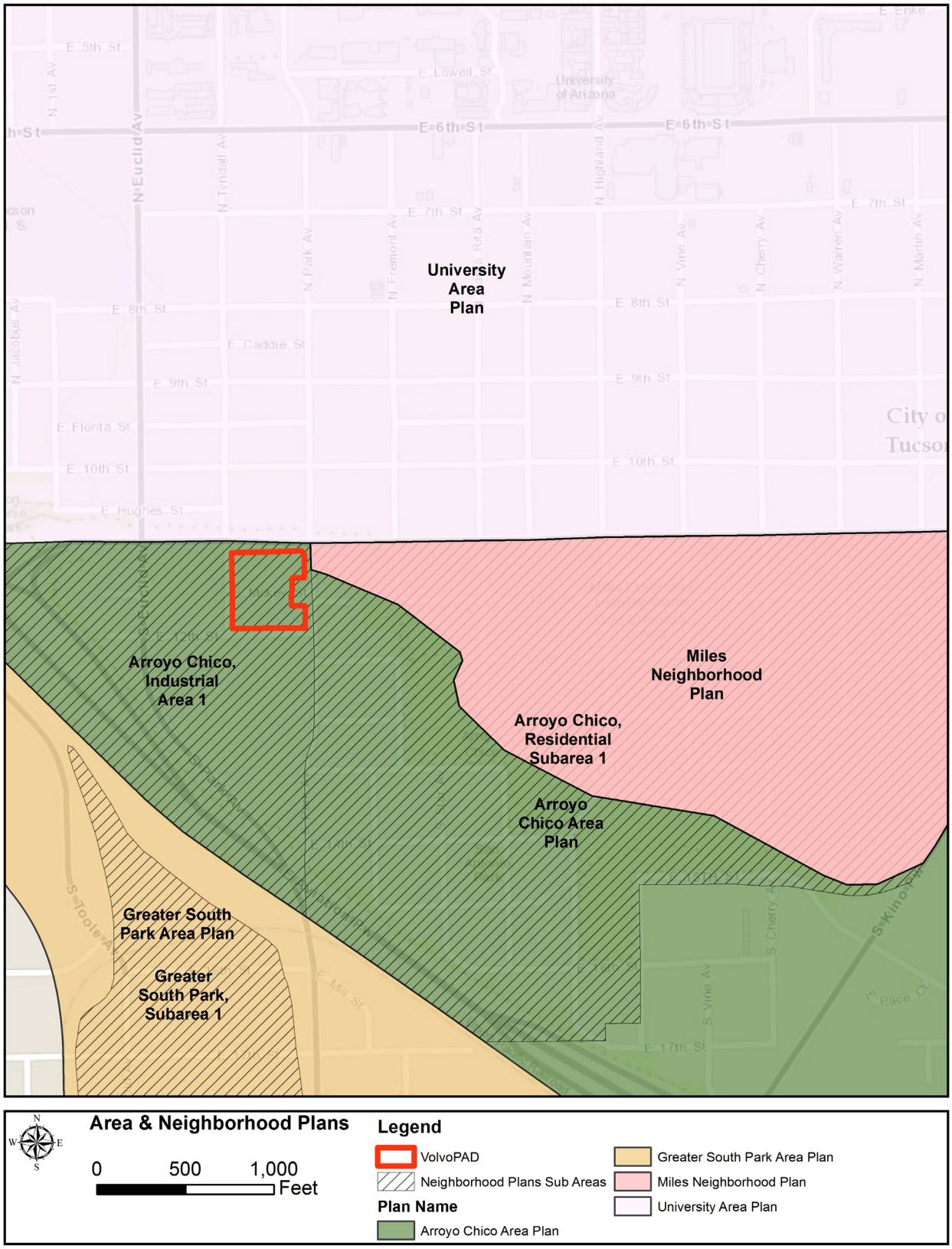
Future Growth Scenario Map – The Property is designated a Mixed-Use Centers Building Block within the Future Growth Scenario. A Mixed-Use Centers Building Block is described in *Plan Tucson* as follows: "*Mixed-use centers combine a variety of housing options, retail,* services, *office, and public gathering places, located close to each other, providing occupants of the center and the residents and workers in the surrounding neighborhoods with local access to goods and services. Public transit, bicycles, and walking will get priority in these areas although cars will still play an important role...*"

Major Streets and Routes ("MS&R") Plan - Broadway Boulevard is designated as a Gateway Arterial in the MS&R Plan. Gateways are routes undergoing both street improvements and land use development and which are heavily traveled by residents and visitors. The appearance is important in contributing to a pleasant driving experience and creating an overall positive visual environment for Tucson. The zoning and development standards within this PAD document comply with the MS&R for gateway routes.

Arroyo Chico Area Plan ("ACAP") – The Property is within the *ACAP's Industrial Area 1* (see **Exhibit 1C**). The northern half of the Property is designated *Park Industrial or Commercial Uses*, and the southern half of the Property is designated as *Light Industrial or Commercial Uses*. The *Industrial Area 1* commercial use designations support high-density residential. Both the current C-3 zone on the northern half of the Property and the PAD's base OCR-1 zone allow for multi-family residential development as well as various infill-related commercial uses. The PAD will also allow the southern half of the Property (zoned I-1) to include mixed-use development to complement the transportation planning for the Broadway Corridor Project.

In the *ACAP*'s Commercial Policy section, Policy 2.C states, "Encourage office and high-density residential uses along arterial streets between major intersections." The PAD complies with the land use designation and this policy that is made more current by the on-going Broadway Corridor Project.

Exhibit 1.C: Area and Neighborhood Plans



PART 2 – SITE ANALYSIS

A. Historical Background and Existing On-Site Development

1. Historical Background

As shown in **Exhibit 2.A.1.a**, the Property is not within a historic district. **Exhibit 2.A.1.b** shows approximate construction years for all the properties facing Broadway Boulevard between Tyndall Avenue and Park Avenue.

The buildings along Broadway were evaluated as part of the Historic Buildings Inventory conducted for the Broadway Corridor Project and were originally considered eligible as "contributing", although none were deemed "individually eligible" as stand-alone properties. In a subsequent survey conducted in 2017, the buildings on the Property were determined to be 'ineligible' due to loss of integrity. The Historic Property Inventory Forms and the SHPO concurrence memo are included in **Appendix C**.

2. Existing Development

Existing development on the Property and adjacent properties is depicted in **Exhibit 2.A.2**.

930-948 E. Broadway Boulevard originally served as Wigglesworth Volvo. It was expanded numerous times between 1963 and 2000. During the 1990s, the business name changed, becoming Broadway Volvo, and remained a car dealership until 2008.

The existing Welcome Diner, located at 902 E. Broadway, was renovated in 2016 with the specific purpose of bringing back the historic architectural elements, specifically on the north and western façade. The building was originally construction in 1964 as a Sambos Pancake House by Santa Barbara architect Ronald Bergquist. The space-age inspired style got its name from the Googie coffee shop on Sunset Boulevard, designed in 1949 by innovative architect John Lautner. The characteristic architectural elements are located on the north and west facades featuring modern forms and materials such as cast concrete and plaster with characteristics that include abstract upswept roofline, large plate glass windows and the use of natural stone at the entry. Over the years, the building has been operated as a restaurant with modifications to the external architecture. In 2016, the now-owner spent significant time, energy and resources to restore the original architectural features and operates the structure

as the Welcome Diner. This building is intended to be appropriately incorporated into the larger development.

The southern half of the Property is largely vacant.

Exhibit 2.A.1.a: Neighborhood Associations and Historic Districts

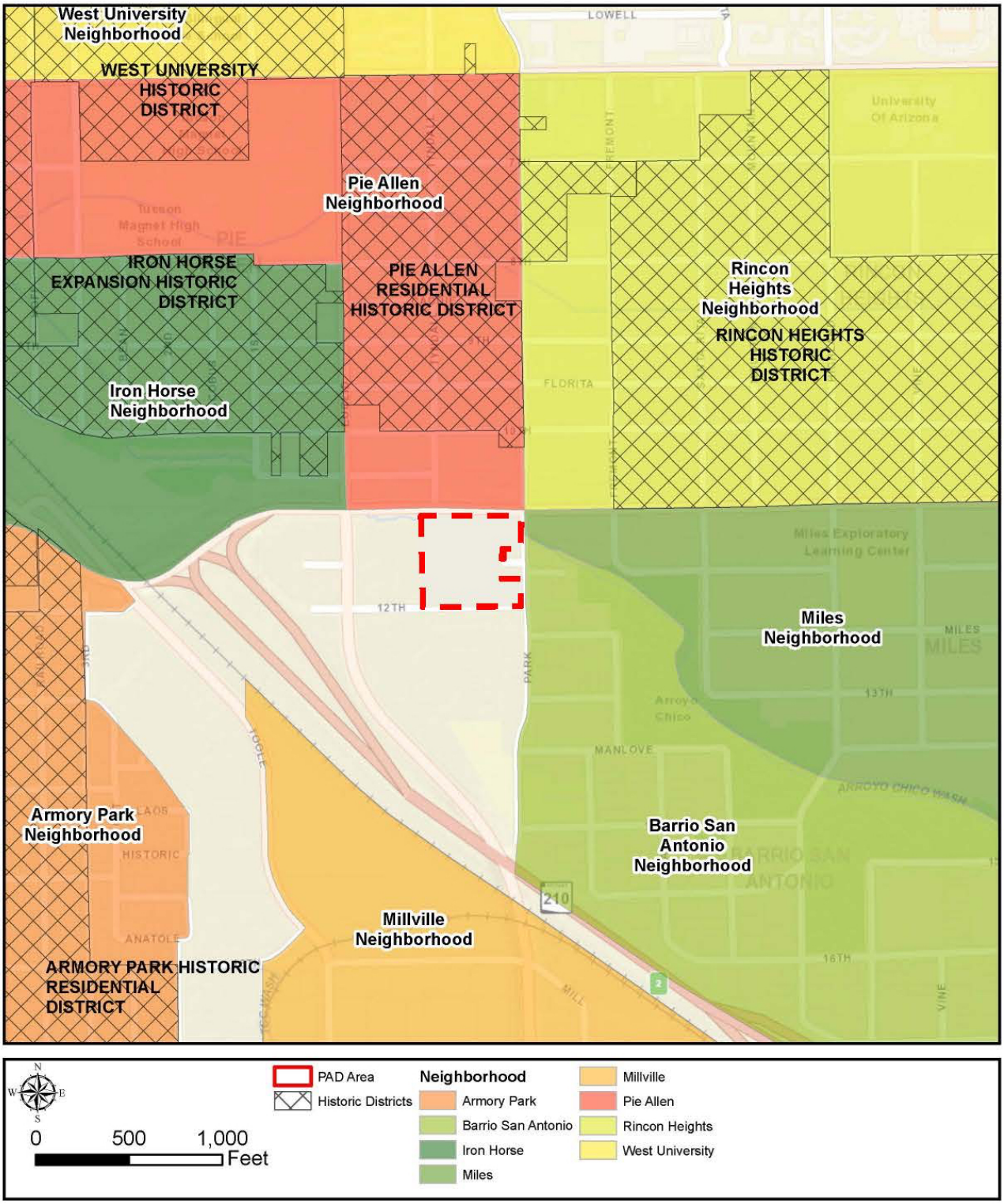


Exhibit 2.A.1.b: Years of Construction

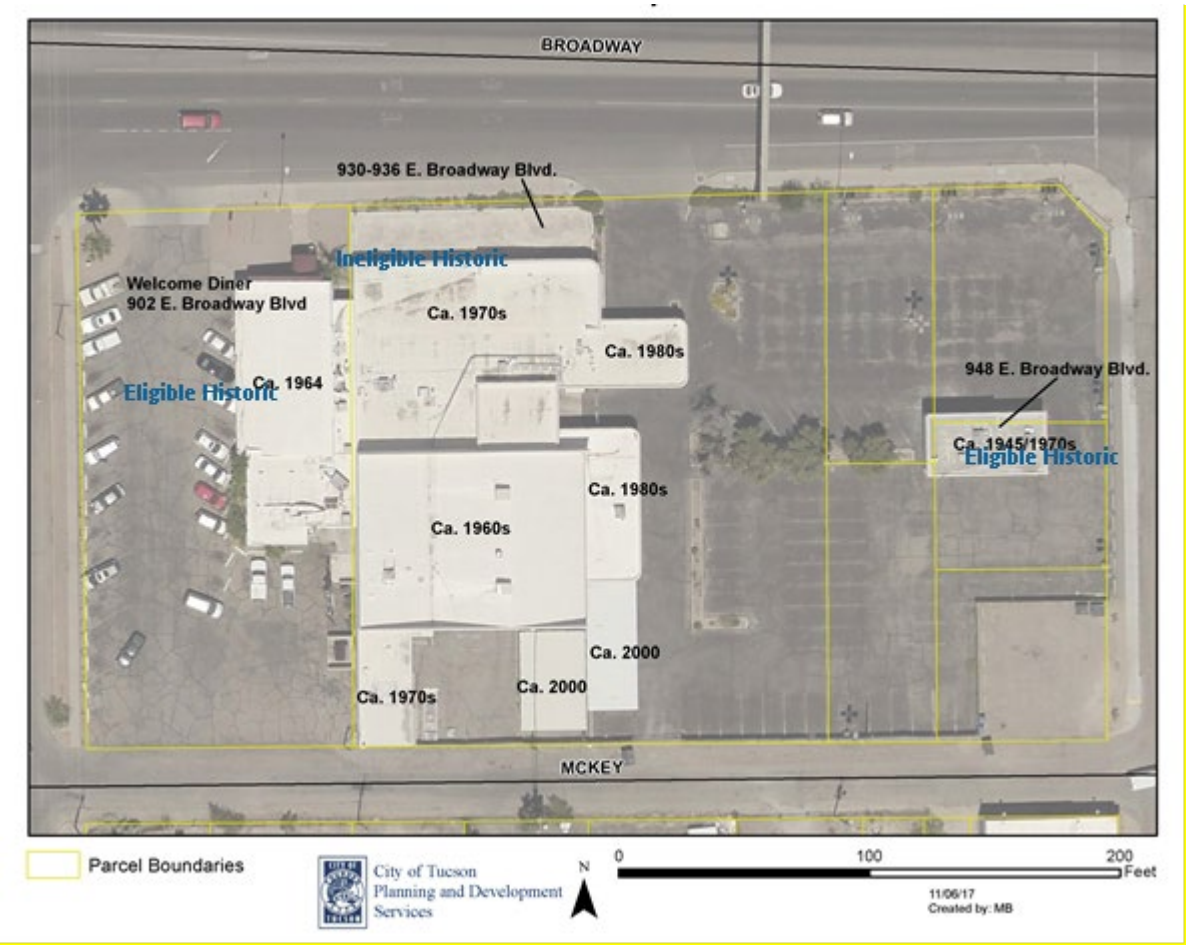


Exhibit 2.A.2: Existing Development

B. Existing Zoning and Land Uses

The Property is immediately surrounded by a variety of zoning and uses, as depicted in **Exhibits 2.A.2 & 2.B.1**.

1. Existing Zoning and Special Financing District

North: E. Broadway Boulevard, Rio Nuevo Tax Increment Financing ("TIF") District; C-3 zone; high-intensity multi-family residential

South: E. 12th Street; I-1 zone; undeveloped parcels and retail

East: S. Park Avenue; C-3 & I-1 zones; printing business

West: S. Tyndall Avenue; C-3 & I-1 zones; office supply store & fast food

2. Existing Overlays

a. Airport Overlays
The Property is within the Tucson International Airport ("TIA") Avigation Easement Requirements and Public Disclosure Area, FAA traffic pattern airspace, FAA Part 77 airspace, and Davis Monthan Air Force Base ("DMAFB") Vicinity.

b. Downtown/Gateway Redevelopment Area
The Property is within the boundaries of the Downtown/Gateway Redevelopment Area (see **Exhibit 2.B.2**).

Exhibit 2.B.1: Zoning and Special Financing District Map

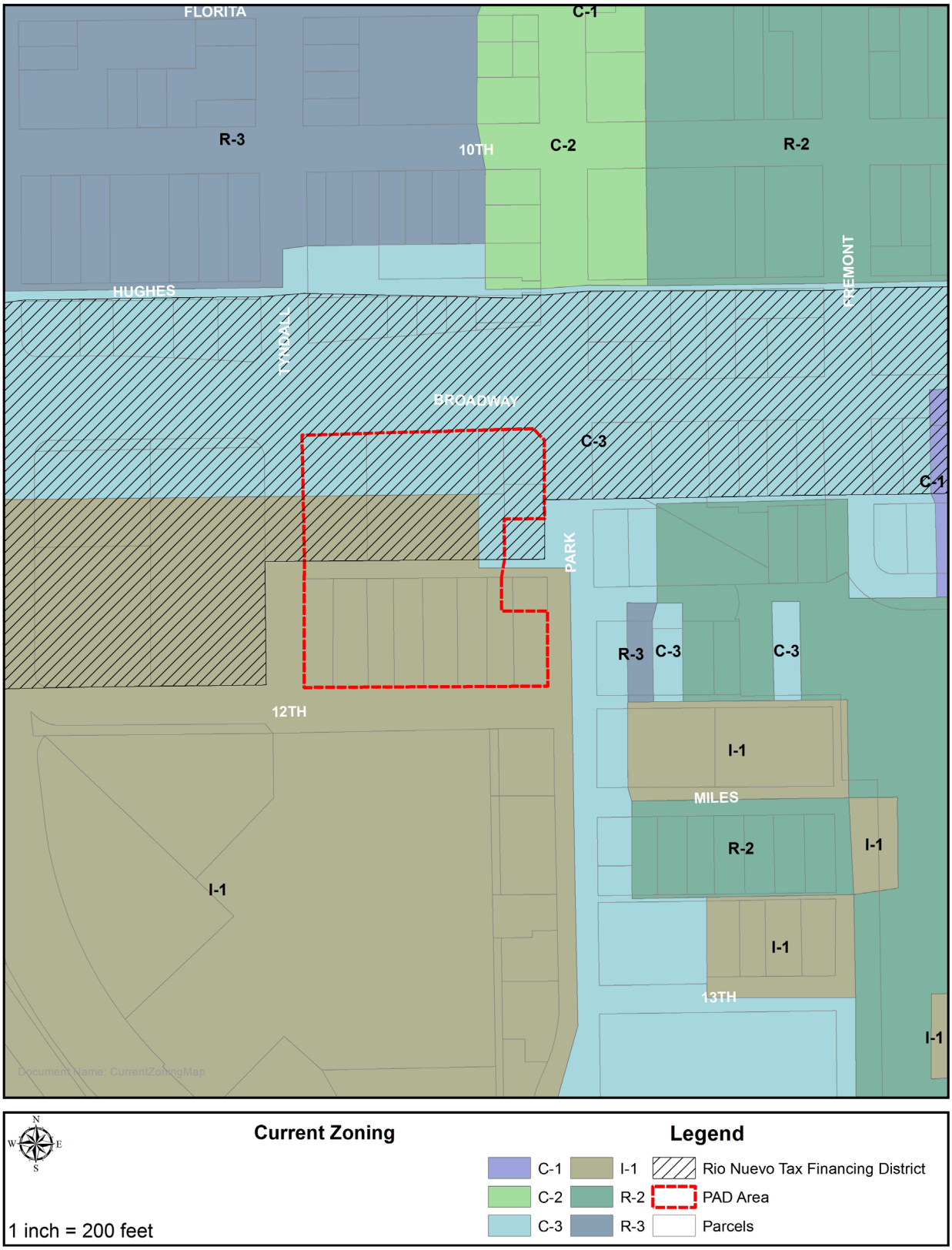
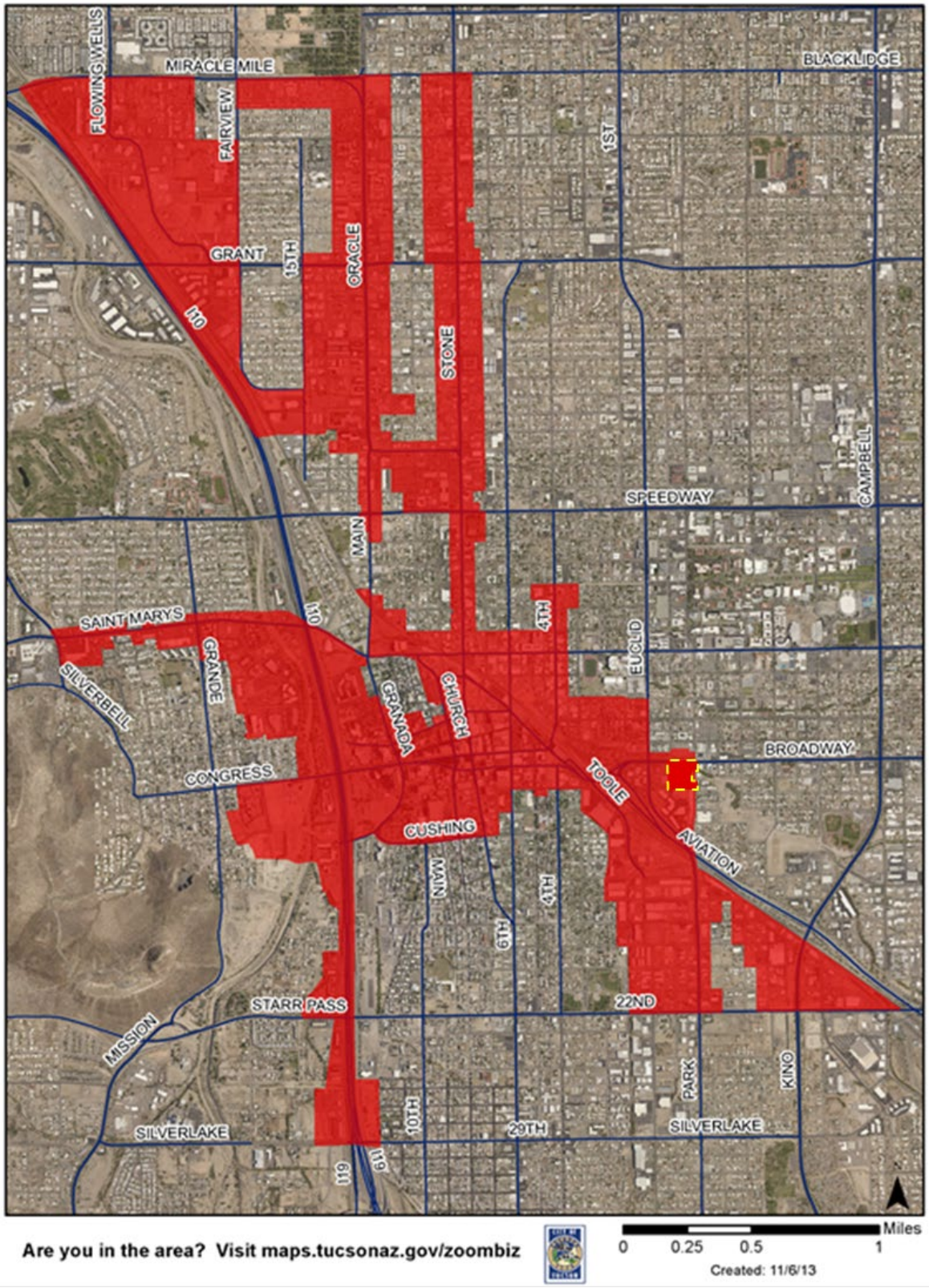


Exhibit 2.B.2: Downtown/Gateway Redevelopment Area



Incentives are available to properties within this area, as follows:

i. Government Property Lease Excise Tax (GPLET). The GPLET can provide up to eight (8) years of property tax abatement. This incentive is available for projects located in the Central Business District that result in a property value increase of at least 100%. The amount abated cannot exceed the economic benefit created by the project. To become "government property" the City will take ownership of the property for the duration that the owner wishes to be relieved of tax obligations.

ii. EPA Brownfields Project Area. Developments within the EPA Brownfields Project Area can receive City grants to fund Phase I and II Environmental Site Assessments. Phase I assessments can cost up to $3500 and Phase II assessments can cost up to $20,000.

3. Development Incentives

a. Rio Nuevo TIF District

Incentives available to properties within the Rio Nuevo TIF District include:

- Sale Tax Rebates
- Equity participation
- Construction financing
- GPLET
- Other site-specific incentives

b. Primary Jobs Incentive for Specific Employers

The Primary Jobs Incentive assists Tucson in its efforts to bring quality jobs and investment into the region. The incentive provides up to a 100% credit of construction sales tax to qualifying expenses such as job-training, the project's public infrastructure improvements and/or offsets to impact fees. The City will also waive building permit fees. Eligible projects must:

- invests a minimum of $5 million in facilities or equipment
- creates 25 jobs that pay wages of at least $52,400 (and all other local jobs are paid an average of $45,600)
- cover at least 75% of employee health insurance premiums

c. Site Specific Sales Tax Incentive

For retail projects that would not otherwise locate in the City, the City can apply project-generated tax revenues to qualifying public expenses such as job training or public infrastructure improvements. Projects must create significant and quantifiable economic benefits to be considered. The

amount of sales tax revenue applied cannot exceed the economic benefit created by the project.

d. Global Economic Development District (GEDD)
The Global Economic Development District is located in Tucson's rapidly growing south and southeast side, already a viable and energetic entrepreneurial community, key transportation and logistics infrastructure, key manufacturing operations and the UA Tech Parks. The area has favorable proximity and accessibility to Mexico, Texas and California markets through both rail and road.

Within the GEDD boundary lays the Tucson Tech Corridor (TTC), an area defined by a diverse group of experienced retail estate development professionals and property owners committed to promoting the available development sites within the Corridor. Partners include the Port of Tucson, UA Tech Parks, Diamond Ventures, and the Ashland Group.

To qualify, the business must meet the following criteria:

- Employ at least 15 persons at the location but no more than 75 persons
- Capital investment of $1.5 million
- Business must be involved in international trade, manufacturing and/or logistics

For qualifying business constructing a new facility the incentive will include:

- Up to $10,000 Permit Fee Waiver
- Amount equivalent to the City's construction sales tax paid to be applied toward job training.

For qualifying businesses leasing an existing facility that will require tenant improvements the incentive will include:

- Up to $10,000 Permit Fee Waiver
- Amount equivalent to 5 years of commercial lease tax paid to be applied toward job training.

For qualifying businesses leasing an existing facility that will not require tenant improvements the incentive will include:

- Amount equivalent to 5 years of commercial lease tax to be applied toward job training.

e. New Market Tax Credit Program (NMTC Program)
The New Markets Tax Credit Program (NMTC Program) attracts investment capital to low-income communities by permitting corporate investors to receive a tax credit against their Federal income tax return in exchange for making equity investments in specialized financial institutions called Community Development Entities (CDEs). The credit totals 39 percent of the original investment amount and is claimed over a period of seven years (five percent for each of the first three years, and six percent for each of the remaining four years).

f. Tucson Industrial Development Authority (TIDA) Bonds and Loans
The TIDA may provide financing of projects whenever appropriate and where traditional sources of funding may not be available. Projects must serve a public purpose and meet eligibility requirements of the TIDA. The TIDA places an emphasis on new and expanding businesses where sources of traditional capital are not available.

4. Neighborhood Character
The following descriptions relate to the distinct character of the uses surrounding the PAD Zone (see **Exhibit 2.A.1.a** and **Exhibit 2.A.2**).

a. The *Lost Barrio Tucson* Warehouse Shopping District
To the south of the Property is the *Lost Barrio Tucson*, which is a warehouse shopping district within three blocks on both sides of Park Avenue. It includes shops and galleries and is part of the Barrio San Antonio neighborhood. The galleries specialize in antiques and home accessories, hand crafted furniture, fine art, rugs and folk art. This area continues to be a destination shopping area for the entire City.

b. Barrio San Antonio
Within Barrio San Antonio are single-family residential areas and the Lost Barrio shopping district, Cox Communications, Tucson, Mission Linen, and other businesses. The Barrio is also home to a Civano Demonstration Project, which is a collaborative partnership between the University of Arizona, City of Tucson and Pima County with the goal of building prototypical sustainable low-cost residences. The City's historic Downtown Center, Armory Park Historic Residential District, Miles Neighborhood, Rincon Heights and other historic neighborhoods are other well-known places bordering Barrio San Antonio.

c. Arroyo Chico Wash/Arroyo Chico Greenway
The Arroyo Chico Wash along the northern boundaries of the Barrio San Antonio neighborhood has been transformed into retention basins and public spaces. It is a developing urban trail which is planned to link the City's Downtown area, the University of Arizona, and Reid Park.

d. Miles Neighborhood
The Miles Neighborhood's western commercial edge touches Park Avenue directly east of the Property. It is north of the Arroyo Chico Wash and west of Kino Parkway. It is primarily a single-family residential neighborhood with some small shops along Broadway Boulevard. Its most famous building is the historic Miles School originally built in 1928. The Miles Neighborhood Plan was adopted by Mayor and Council on November 17, 2009.

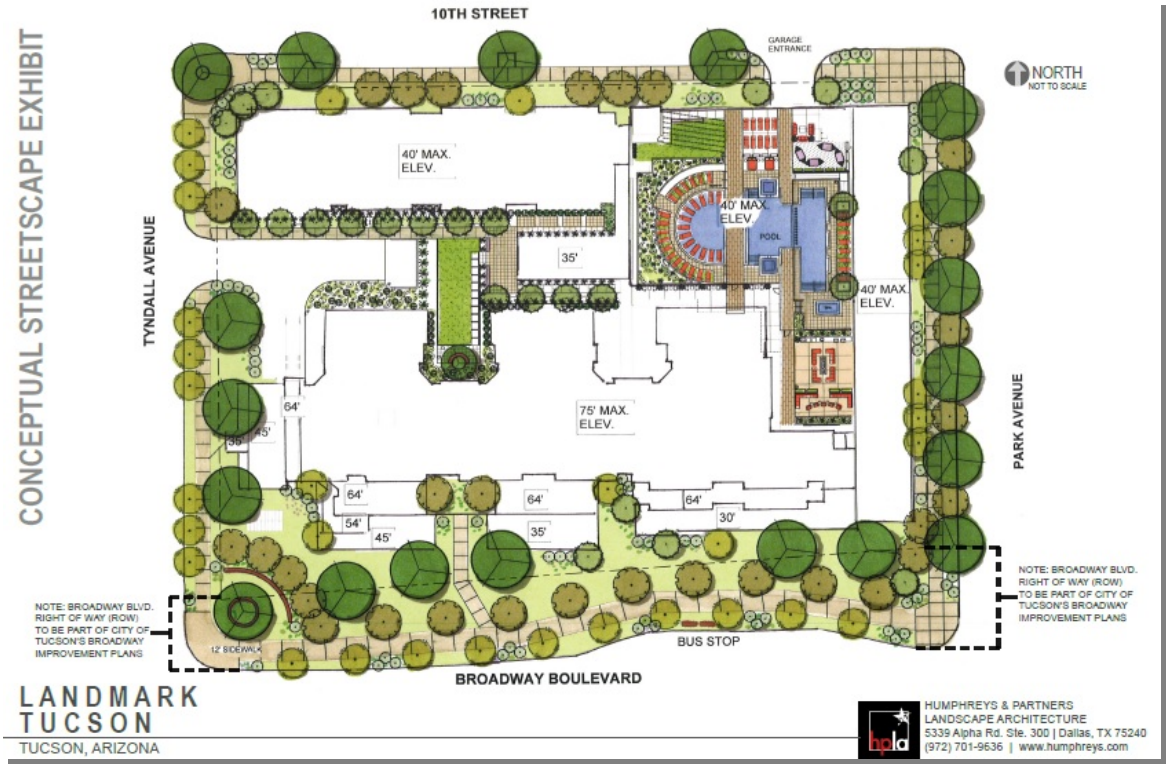
e. North of Broadway Boulevard
Directly north of the Property is a Broadway Boulevard landscaping buffer area that is an extension of the overall infrastructure environment of the intersection with State Route 201 (Maclovio Barraza Parkway).

The block directly north of the Property, 939-949 E. Broadway, is under construction to develop multi-family residential known as The Mark at Tucson. **Exhibit 2.B.4** provides a conceptual plan and rendering of the new development. The property is zoned C-3 along Broadway, C-2 on the west, and R-3 to the north and east. The Mark at Tucson will encompass 2 residential buildings that will accommodate 154 units. The tallest residential building faces Broadway Boulevard and will reach a maximum of 75 feet. The second residential building will face 10th Street and will be built to 40 feet. A third building will be a 5-story parking garage reaching 40 feet in height.

Immediately north and to the west of the PAD is the southern edge of the National Register Historic Neighborhoods of Iron Horse and Pie Allen.

To the northeast of the Broadway and Park Avenue intersection is the southwest corner of the Rincon Heights Neighborhood which also has National Register Historic status.

Exhibit 2.B.4: The Mark at Tucson Development Concept



Rendering perspective is looking to the Northwest from the corner of Broadway Boulevard and Park Avenue

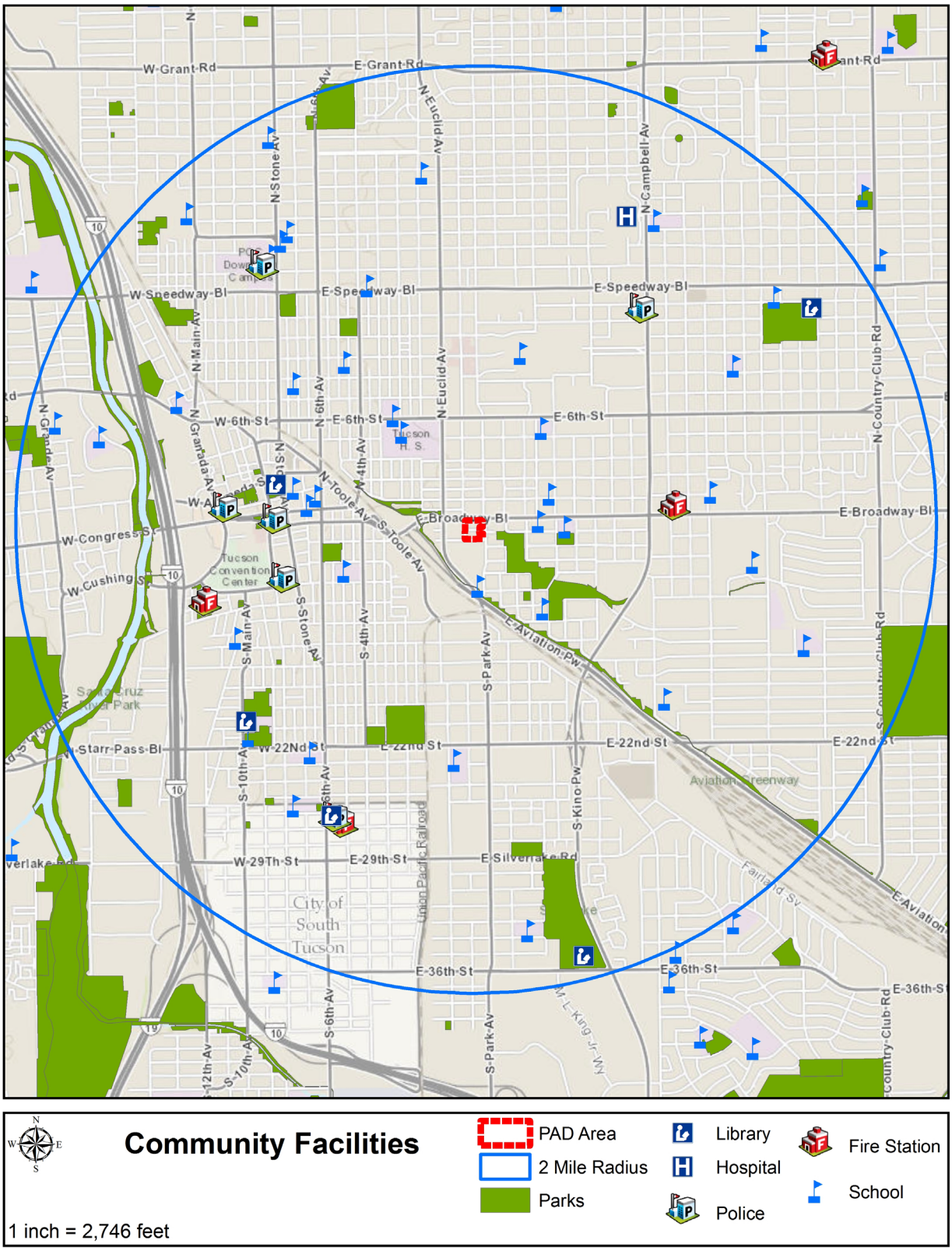
f. Southeast Industrial Area
To the southeast are multiple vacant properties along with the Central City Business Park, which includes various University of Arizona offices and laboratories as well as other indoor park industrial uses.

g. Commercial Area to the West
Along the western border of the Property is an Office Max, an office supply store, and a Del Taco chain restaurant.

C. Public, Educational and Community Facilities

The PAD is surrounded by several public, educational, and community facilities, as **Exhibit 2.C** illustrates. A 2-mile buffer is included to show the concentration and relative location of these facilities from the Property.

Exhibit 2.C: Map of Community Facilities



D. Existing Transportation and Circulation

1. Adjacent Roadways

The Welcome Broadway PAD is bordered on the north by Broadway Boulevard, Tyndall Avenue on the west, Park Avenue on the east, and 12th Street on the south. McKey Street runs east-west through the PAD.

The Broadway Corridor Project is a two-mile roadway widening funded through a combination of Regional Transportation Authority (RTA) half-cent sales taxes, 1997 voter-approved Pima County Transportation bonds, and the City's Development Impact Fees. The project is nearing design completion and will construct a 6-lane arterial roadway with bus pullouts, medians, sidewalks, landscaping, and striped 6-foot bike lanes.

- Broadway Boulevard at this location will only be undergoing slight widening to 6 lanes near Park Avenue eastward, where it currently narrows down to 4 lanes plus a center turn lane. Broadway is a high-ridership bus route.
- 12th Street is a local street south of the Property and extends westward across Euclid Avenue into a cul-de-sac surrounded by an automotive body repair business and an entry point to the Diamondback (Rattlesnake) Bridge. There is presently no crosswalk at this point for pedestrians or cyclists. It is a designated bike route.
- Tyndall Avenue is a local street that ends south of Broadway at 12th Street. North of Broadway, Tyndall connects to and goes through the University of Arizona campus.
- Park Avenue is a local street south of Broadway and remains a local street entrance into Barrio San Antonio Neighborhood along the east side of the PAD, to the "Lost Barrio Tucson" Warehouse Shopping District to the south along the west side of Park Avenue; and to Project MORE High School and TUSD School District Offices before the street ends and connects with the Aviation Bikeway. Park Avenue between 5th/6th Street and Mill Street is a designated future bike boulevard. It is also a designated bike route.
- McKey Street cuts through the PAD and is currently used for refuse collection and light traffic. This shared use of the street by neighboring property owners requires that any future assemblage or privatization of this street take into consideration their needs.

2. Current and Future Right of Way

Measuring between property lines on either side of Broadway Boulevard, the existing right-of-way ranges from 155 feet at Tyndall Ave and Broadway

Boulevard to 176 feet on the east at Park Ave and Broadway. The future roadway will be within the existing right-of-way. Furthermore, the adoption of this alignment into the MS&R Plan removes the related setbacks previously required to accommodate future right-of-way needed for roadway expansion.

The City is currently processing Resolution 2019-177 to abandon McKey Street and portions of excess right-of-way along Broadway Boulevard. Those rights-of-way are within the boundaries of this proposed PAD.

3. Access Points

The Property's northern parcels, adjacent to Broadway Boulevard, currently have access points onto Broadway and Park Avenue to the east. When the roadway construction is complete, Broadway access may be consolidated or reconfigured.

The southern parcels are vacant and have potential access onto either McKey Street to the north or 12th Street to the south.

Table 1: Roadway Characteristics

	Broadway Blvd	12th St	Tyndall Ave	Park Ave	McKey St
Functional Class	Arterial Gateway	Residential	Local	Local	Local
# Lanes	6-lanes with median (now/near future)	2-lane	2-lane	2-lane, with angled on-street parking	2-lane
Divided	Not now; Will be in near future	No	No	No	No
Bike Routes	Yes, striped shoulder	Yes, residential	No	Yes (future bike boulevard)	No
Bus Routes	8 108x	No	No	No	No
Curb and Gutter	Yes	No	Yes	Yes	No
Sidewalk	Yes	No	Both sides between Broadway-McKey; Only west side south to 12th Street	Yes	No
Paved	Yes	Yes	Yes	Yes	Yes
Streetlights	Yes	No	No	No	No
Avg Daily Vehicle Trips	27,862 (2016)	1,108 (2019, W of Property)	-	1,580 (2019, S of Property)	-

4. Alternate Modes of Transportation

Exhibit 2.D: Multimodal Transportation Connections maps the variety of multimodal facilities and services that surround this Property. According to *Broadway Corridor Project: Existing Conditions Report (November 2012),* residents in the Broadway Corridor commute to their jobs using alternate modes at relatively higher rates than the rest of the City, especially near the University, by the following percentages: transit at 12%, bicycle at 11% and on foot up to 35%.

Transit Service: There are several public and private bus transit routes that service the area surrounding the Property:

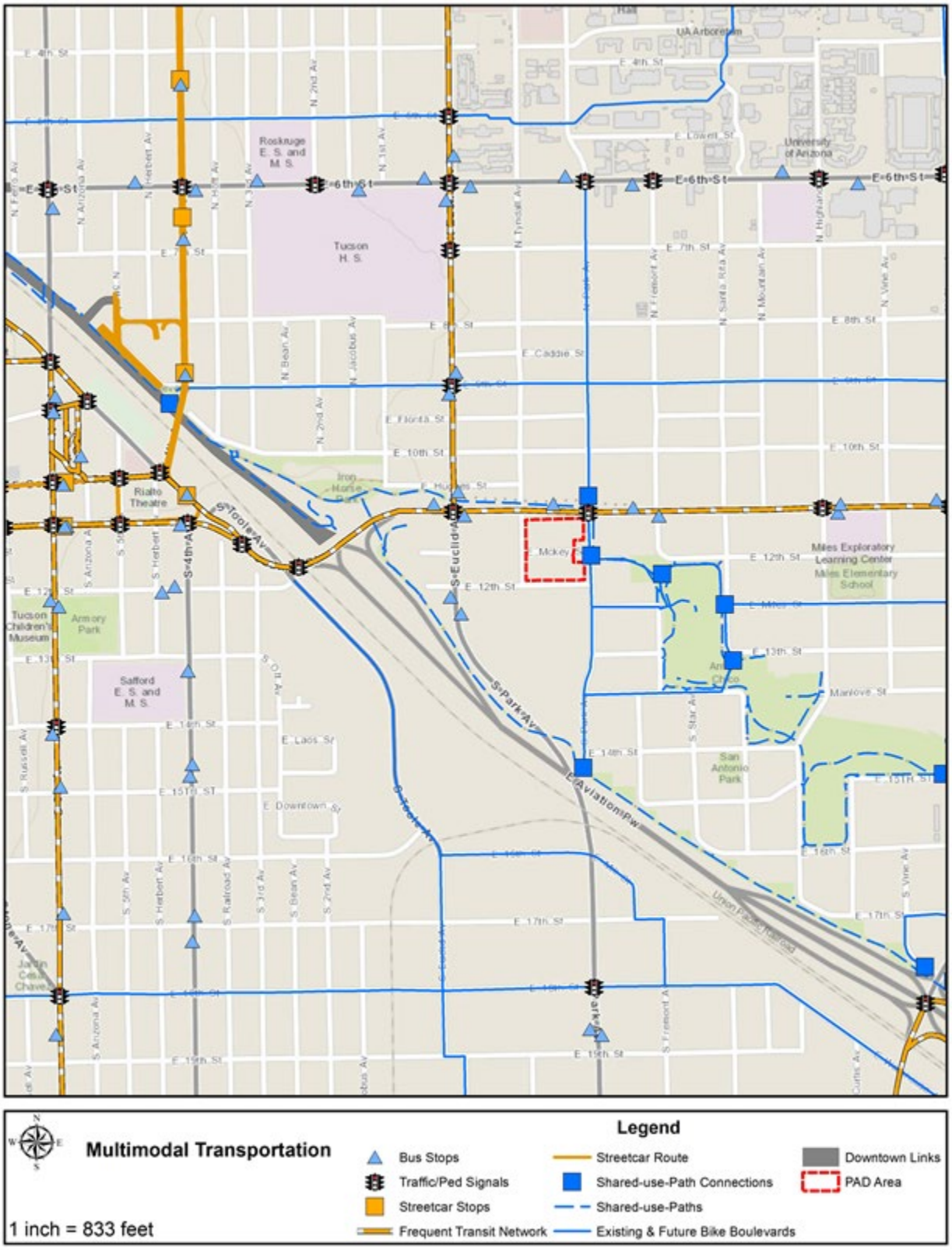
Frequent Transit Network Routes

- Sun Tran Route #1 passes through Broadway/Euclid with 30-min service on weekdays and 60-min service on weekends.
- Sun Tran Express Route #108X (Broadway): westbound service in the morning and eastbound service in the afternoon.
- Sun Tran Route # 8 (Broadway): 10-min to 15-min service, M-F; 15-min service, weekends
- Sun Tran Route #6 (N. Euclid): 15-min service, M-F; 30-min service, weekends
- Sun Tran Route #2 on south Euclid/Park has 30-min service on weekdays and 60-min service on weekends
- Sun Tran Route #25 on south Euclid/Park has 30-min service on weekdays and Saturdays and 60-min service on Sundays
- Sun Tran Route #700 is the Sun Link Streetcar and it operates on fixed tracks located nearby (Broadway/4th Ave Underpass and Euclid/University are the two closest stations to this Property)
- Greyhound has 13 daily trips serving Phoenix, El Paso, and Nogales. Daily trips can vary by season.

Transit Access: The area adjoining the Property is planned for six lanes with bus pullouts. The future Broadway Corridor Project includes a new eastbound bus pullout and shelter right in front of the Property. A westbound pullout and shelter will be located right across the street. The Park Avenue HAWK crossing will be moved from the east leg to the west leg of the intersection closer to the Property and will provide direct pedestrian and bike access across Broadway.

The Property is also within walking distance of the Greyhound Bus Station on Euclid Avenue.

Exhibit 2.D: Multi-Modal Transportation Opportunities



Future Transit Expansion: Both the City and Pima Association of Governments ("PAG") have conducted high-capacity transit studies for Broadway since the 1980s. PAG is currently working on an implementation plan that builds on the 2009 PAG High Capacity Transit System Plan, in which the Broadway Boulevard segment is shown with future Bus Rapid Transit and/or Light Rail, and an eastern expansion of the modern streetcar that extends to El Con Mall.

Bike/Multi-Use Paths: Park Avenue is designated a future Bike Boulevard in the *City of Tucson's Bike Boulevard Master Plan*. Broadway Boulevard, Park Avenue, and 12th Street are designated bike routes, and the Broadway improvement project will include buffered bike lanes on both sides of the roadway. Both the Rattle Snake Bridge and Arroyo Chico Greenway bike/pedestrian trails are accessible from this location. There is also a planned multi-use path on Park Avenue between Broadway Boulevard and 12th Street which will provide a connection to the existing Arroyo Chico Greenway.

A TuGo bike share station is located at 9th Street just east of Park Avenue, which is an approximate 5-minute walk from the Property.

Crossings: Intersection improvements at Euclid Avenue and installation of a Bike HAWK at Park Avenue support safe pedestrian crossings.

5. Major Streets and Routes

The MS&R Plan was adopted in 1982. It complements the City's long-range transportation plan, as previously included in the City's *General Plan*. It provides transportation and land use guidance and classifies the City's streets. The MS&R classifies Broadway Boulevard as a major arterial and gateway route. On January 20, 2016 (effective February 20, 2016), the MS&R Plan map was amended to reflect the alignment approved by the Mayor and Council for Broadway Boulevard, between Euclid Avenue and Country Club Road (Resolution # 22518).

Gateway routes are those expected to undergo both street improvements and land use development and are heavily traveled by residents and visitors. The appearance is important in contributing to a pleasant driving experience and creating an overall positive visual environment for Tucson. Gateways are major routes to regional employment centers, shopping areas, recreational areas, and transportation centers which are used by residents and visitors. The purpose of this designation is to improve the appearance of the built environment using standards for the design and landscaping of the roadway and adjacent

developments. These standards guide new construction, so over time the appearance of the streetscape is improved.

E. Hydrology

A Letter of (Floodplain) Map Revision ("LOMR") was recorded with and approved by Federal Emergency Management Area ("FEMA") based on drainage improvements completed through several projects (see **Appendix D**). This has had the effect of taking the Property out of the federal high-risk flood zone.

Flood status of the Property was revised per the LOMR Case No.: 15-09-2298P (Effective Date: June 16, 2016). The Property is not located within a Special Flood Hazard Area (SFHA) or high-risk flood zone. The outcome is that the Welcome Broadway PAD is no longer within the federal floodplain (see **Exhibit 2.E.1: Map of Flood Hazard Zone**).

Portions of the existing storm drain culverts pass beneath the northeast side of the Property. In order to protect the integrity of the reduced floodplain, all developments must not increase stormwater discharges.

Soils within the Property are classified by the United States Soil Conservation Service (SCS) as 80% hydrologic soil group "C" and 20% "D" for the Property north of McKey Street and 100% "D" for the Property south of McKey Street indicating high runoff potential.

Based on site investigation, recent topographical survey information and field verification it has been determined that there are no off-site watersheds that affect the Property. The Property is elevated higher than surrounding streets and runoff is conveyed within the streets toward the catch basins that intercept 100% of runoff within Park Avenue and Tyndall Avenue (see **Exhibit 2.E.2: Existing Conditions Watershed Map**).

The on-site drainage was considered as two separate watersheds, denoted as the "north" and "south" with McKey Street being the divider between the two. The north watershed is fully developed and paved completely overestimating 98% impervious coverage. The center of the Property is elevated with a portion of runoff draining into Park Avenue, a portion draining into McKey Street and a portion collected into a catch basin that outlets into the Arroyo Chico culvert. Existing stormwater generated for the north watershed is estimated at 13cfs for the 100-year event.

The south watershed was analyzed as a single watershed as all runoff that exits the Property ultimately reports to the Tyndall Avenue and Park Avenue catch basin,

culvert inlet(s) and into the Arroyo Chico Culvert. All Property in the south watershed is elevated such that they are isolated from off-site flow. Runoff flows mostly in a westward direction into Tyndall Avenue. A portion of the watershed's frontage along McKey, Park and 12th Street drain directly into the respective streets and ultimately to the catch basin in Tyndall Avenue as described above. The area has been cleared of all vegetation other than a couple of random trees and weeds. The south watershed area has been utilized as a parking area for decades and is hard packed. Combined with type D soils, stormwater runoff is rapid, and infiltration is virtually non-existent. Currently the south watershed is 50% impervious and is estimated to generate 5cfs during the 100-year event.

The existing condition runoff is classified as shallow sheet flow.

City Floodplain Ordinances and/or Article VIII of Chapter 29 of the Tucson Code are not applicable.

Exhibit 2.E.1: Map of Flood Hazard Zone

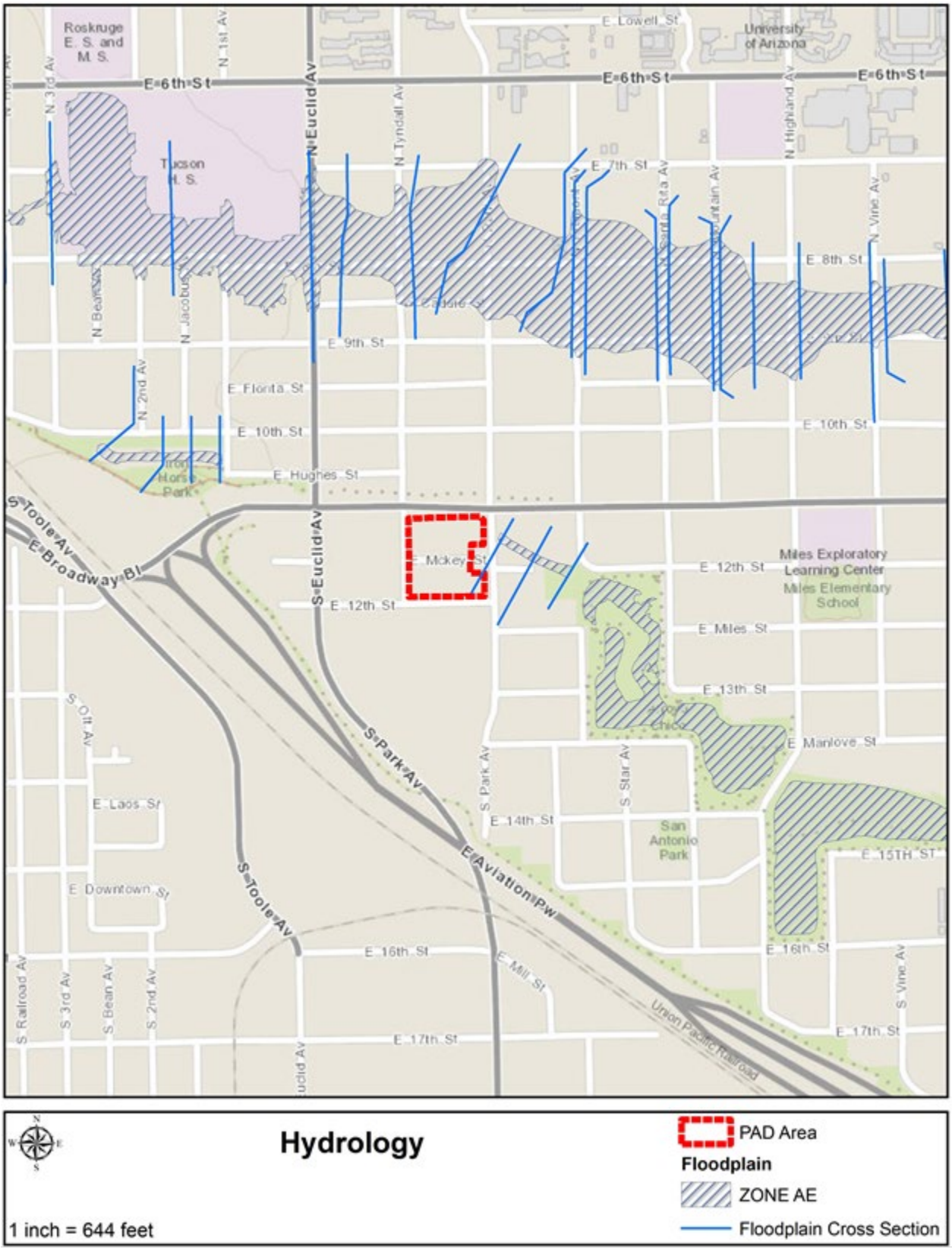


Exhibit 2.E.2: Existing Conditions Watershed Map

F. Utilities

1. Potable Water System.

This Property is within the Tucson Water Service Area and will be served by Tucson Water, subject to its standard review and approval process. Tucson Water does not have any reclaimed water facilities in the vicinity of this Property and does not plan to extend reclaimed water to this Property.

Water service for the north Property is currently delivered by an existing 8-inch public main in Broadway Boulevard and an existing 6-inch public main in Park Avenue. Water service to the south portion of the Property is via an existing 6-inch public main within 12th Street. There are existing fire hydrants in the proximity of the northwest, southwest and southeast corners of the Property.

2. Sewer.

The Property is within the Pima County Regional Wastewater Reclamation Department service area and is a tributary to the Agua Nueva Water Reclamation Facility. Sewer service is provided from an existing public 8-inch sewer main within McKey Street.

3. Other Utilities.

- Tucson Electric Power Company provides 3-phase overhead lines and transformers within McKey Street and along Tyndall Avenue.
- Southwest Gas provides gas service to the Property via a 2-inch main within Park Avenue and a 1¼ -inch main along Broadway Boulevard.
- Cox provides cable service to the Property via infrastructure within McKey Street and along 12th Street.

G. Environmental Site Assessment

A report from the Arizona Department of Environmental Quality Underground Storage Tank (UST) Database indicates that 9 USTs were removed from the Broadway Volvo site in 1988. The City conducted both Phase I and Phase II environmental work on the Property in 2006 and 2007.

The Brown and Caldwell final Phase II Environmental Site Assessment (ESA) references the following additional ESAs that were conducted:

- Phase I ESA completed by Western Technologies, 6/26/06
- Phase II ESA completed by Western Technologies (prepared for Broadway Volvo), 6/26/06
- Initial Phase II ESA completed by Western Technologies, 8/11/06
- Additional Phase II ESA completed by Foree and Vann, Inc., 11/14/06

- Brown and Caldwell mention that the Foree and Vann Phase II conducted additional sampling of soil the area of the former USTs.

The 2007 Brown and Caldwell Phase II investigated the soil near the hydraulic lifts that remain in ground (5 of 12) and adequately sampled for PCBs, PAHs, and metals. Based on results, no further action (soil sampling) is recommended for them upon removal.

H. Off-Site Views

The Property is just outside the downtown, with views of the tall buildings downtown and the Diamondback (Rattlesnake) Bridge to the west, and lower density commercial and residential to the east, and to the north. The Mark will be part of the off-site views to the north in the near future. Vacant land and larger-scale commercial buildings are seen directly south of the Property. **Exhibit 2.H.1: Photo Key for Off-Site Views** indicates the location from which the photos in **Exhibit 2.H.2: Off-Site Views** were taken.

Exhibit 2.H.1: Photo Key for Off-Site Views

Exhibit 2.H.2: Off-Site Views

1. View from the northwest corner of the Property looking westward on Broadway Boulevard.

2. View directly north from northwest corner of the Property across Broadway Boulevard at "The Mark", an 8-story, 154-unit multi-family residential project.

3. View from the northeast corner of the Property looking northward at the intersection of Broadway Boulevard and Park Avenue.

4. View from the east side of the Property looking eastward from Park Avenue.

5. View from the southwest corner of the northern Property looking westward along McKey Street.

6. View from south edge of the northern Property looking directly south into the southern Property on McKey Street.

7. View from McKey Street at the south boundary of the northern Property and the north boundary of the southern Property.

8. View from the southern Property on 12th Street looking directly south.

PART 3 – PAD PROPOSAL

A. Planning Considerations

The Welcome Broadway PAD proposes a mixed-use infill development based on the OCR-1 zone. The PAD allows uses, buildings, development features, and open space to create a transit-oriented and pedestrian-oriented development (see **Table 2** and **Table 3**). This development can act as a gateway land use for the community entering the City's Downtown Area to the west, the Sunshine Mile and Broadway Corridor to the east, the Lost Barrio Tucson Warehouse Shopping District to the south, and the University of Arizona to the north. This location has high potential for place-making along the Broadway Corridor.

The 2014 Visioning Workshop and other efforts guided the development of this PAD and listed as References at the end of this section.

B. Permitted & Prohibited Uses

The Welcome Broadway PAD proposes a single land use category that encompasses the entire PAD area. Unless modified in this Section, all uses within the City's OCR-1 zone are expressly permitted, and this PAD supersedes all OCR-1 use-specific standards.

The City Zoning Administrator may permit any use not specifically listed in OCR-1 or this PAD if determined to be similar in nature to other permitted uses.

Prohibited Uses, Additional Permitted Uses and Permitted Accessory Uses are listed in **Tables 2-4**, below.

Table 2: Prohibited Uses

Adult Activities Use Group (all)
Civic Use Group
Correctional Uses
Commercial Services Use Group
Billboard
Medical Service – Outpatient—prohibition limited to Blood Donor Center
Trade Service & Repair, Major
Retail Trade Use Group
Large Retail Establishment
General Merchandise Sales—prohibition limited to Convenience Store with Gasoline Sales
Residential Use Group
Group Dwelling
Storage Use Group
Hazardous Material Storage

Table 3: Additional Permitted Uses*

[The uses below have been selected as appropriate uses for the Property from the permitted-use list under either the existing I-1 and C-3 zones.]

Commercial Services Use Group
Artisan Residence
Animal Service
Building & Grounds Maintenance
Trade Service & Repair, Minor
Travelers' Accommodation, Campsite
Wholesale Use Group
Food & Beverage Wholesaling
Business Equipment Supply & Wholesaling
Industrial Use Group
Craftwork
General Manufacturing
Precision Manufacturing
Perishable Goods Manufacturing
Processing & Cleaning
**UDC use-specific standards shall not apply to Additional Permitted Uses.*

Table 4: Permitted Accessory Uses*

Commercial Services Use Group
Alcoholic Beverage Service, accessory to Food Service
Alcoholic Beverage Service, accessory to Travelers' Accommodation, Lodging
Research & Product Development
Industrial Use Group
Salvaging & Recycling (junkyards, salvaging of motorized vehicles and salvaging of hazardous materials are not permitted)
Perishable Goods Manufacturing, accessory use to any Alcoholic Beverage Service and/or Food Service
**UDC use-specific standards shall not apply to Permitted Accessory Uses.*

C. Development Standards

Exhibit 3.C: Concept Plan illustrates the setbacks from property lines, building heights, bulk reduction stepbacks, and the proposed locations for monumentation and streetscape.

1. Setbacks
   a. Distance from Property Line
      - Street Side = 0 Ft. or prevailing
      - Side Yard = 0 Ft.
      - Rear Yard = 0 Ft.
   b. PAD setbacks shall supersede all UDC setbacks, including all use-specific standards for individual uses.

2. Building Heights and Bulk Reduction Stepbacks
   a. Broadway Boulevard Frontage. Height = 75 feet. No Bulk Reduction Stepbacks required.

   b. Park Avenue Frontage. Height = 75 feet. Bulk Reduction Stepbacks required: from the property line, 20 feet into the property, the building height shall not exceed 30 feet.

   c. 12th Street Frontage. Height = 75 feet. Bulk Reduction Stepbacks required: from the property line, 20 feet into the property, the building height shall not exceed 30 feet.

   d. Rooftop amenities, such as restroom facilities, shade structures, or other coverings/structures may exceed the maximum building height by an additional 12 feet, excluding Bulk Reduction Stepback area.

Exhibit 3.C: Concept Plan

Conceptual PAD Zone

- **Monument Plaza**
- **Building Massing Stepback**: from property line for 20 ft into property, building height is capped at 30 ft tall
- **Building Height** = up to 75 ft
- **Streetscape**
- **PAD Zone Boundary**

D. Placemaking, Streetscape, and Pedestrian-Oriented Connectivity

1. Placemaking

   This proposed mixed-use infill project is uniquely situated to support transit- and pedestrian-oriented development. The Property redevelopment serves as a gateway for the community entering the City's Downtown Area to the west, the Sunshine Mile to the east, the Lost Barrio Tucson Warehouse Shopping District to the south, and the University of Arizona to the north.

2. Streetscape

   The PAD's streetscape design along Broadway Boulevard and Park Avenue shall be designed as a vibrant place for commerce that is safe, accessible and inviting. The streetscape should create a comfortable pedestrian environment that provides connectivity and encourages residents and visitors to spend time walking, shopping and relaxing within the PAD area and surrounding properties.

3. Pedestrian-Oriented Connectivity
   a. Sidewalks on Perimeter of Property
      i. Sidewalks shall be maintained to provide effective, accessible, connectivity to adjoining properties, in accordance with City standards.
      ii. Sidewalks may be widened to accommodate the PAD's design characteristics.
      iii. Where no sidewalks exist, sidewalks shall be constructed in accordance with City standards.
      iv. Outdoor seating and dining areas and landscaping may be located in the sidewalk area where safe and effective sidewalk width around the design feature can be provided.

   b. Pedestrian Access/Pedestrian Pass-throughs

      Pedestrian pass-throughs are public or private accessways, or pedestrian connections, that extend the public realm of the street sidewalk by allowing pedestrians access between buildings or through parcels where a local street is not feasible or desirable (see **Exhibit 3.D**).

      Beyond the City's Building Code requirements for safety and disability access:

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

ii. Pedestrian pass-throughs should be included where appropriate to allow easier access to the Property from sides other than building front, and to support more direct access to transit stops.

Exhibit 3.D: Examples of Pedestrian Pass-Throughs

Design does not support an inviting and safe pedestrian space.

Good Design

Good Design

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

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

1. First Floor Uses. Uses and design of first floor shall support pedestrian activity and engagement and encourage street level activity. To achieve this goal, parking and residential uses that do not encourage street-level activity should be minimized.

2. Scale-defining Architectural Elements. All new construction shall provide scale-defining architectural elements or details at the first two floor levels, such as, but not limited to, windows, spandrels, awnings, porticos, cornices, pilasters, and columns. Architectural historic precedence shall be taken into account. These strategic variations in the façade seek to create visual variety, human-scale spaces, shaded understory corridors, vibrant storefronts, and inviting areas for walking and gathering.

3. First Floor Permeability. Commercial uses shall seek to provide appropriately scaled windows, window displays, or visible activity within and adjacent to the building at the ground level.

4. Architectural Relief. With the overall architectural design program in mind, a single plane of a façade at the street level may not be longer than 50 feet without architectural relief or articulation by features such as (but not limited to) windows, trellises, arcades and/or landscaping.

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

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

F. Building Articulation

1. As appropriate to scale and design intent, articulate building facades at entrances and between retail spaces to create areas of exterior patio and engagement.

2. Public art that is integrated into the design scheme is encouraged.

G. Welcome Diner Building

As discussed in the site analysis section, the northern and western facades of the Welcome Diner building include the historically significant features that have been restored. The Welcome Diner will be incorporated into the surrounding development project while retaining those historically significant architectural features. The incorporation of the Welcome Diner building into the larger project can involve adding or modifying the building to blend with any newer structures and/or potential newer functionality/use of the building while retaining the look, feel and historic nature of the Googie architectural style. Any modifications to the Welcome Diner building must be reviewed by this PAD Design Review Committee for conformance with this language.

H. Windows and Glazing

1. Glazing shall take energy efficiency into consideration and, as appropriate to the use and architectural design program, shall allow a visual connection through either side of the window.

2. As related to the overall architectural design program, window size, proportion and pattern shall relate to unit types and room layouts and should be used to reinforce organized patterns of scale and variety within the building facade.

I. Building Materials and Colors

1. Per the overall architectural design program, facades facing public streets or open spaces shall seek to incorporate high-quality materials including (but not limited to) the following:

   - Masonry, such as brick, stone, architectural pre-cast concrete, cast stone, prefabricated brick panels, and concrete masonry units.

   - Architectural metals, such as metal panel systems, metal sheets with expressed seams, metal-framing systems, or cut, stamped or cast, ornamental metal panels.

   - Glass and/or glass block.

   - Modular panels, such as cement board systems, EIFS, and stucco.

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

3. Combinations of materials should reinforce architectural scale.

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

J. Shade

1. Shade shall be provided via overhangs, awnings, trees, etc. on the Property and into the right-of-way, as appropriate, with an emphasis of providing shade along sidewalks and pedestrian access paths.
2. Trees, arcades, canopies, or shade structures shall provide shade, provided their location and design characteristics are compatible with the architectural integrity of the building.
3. The use of plantings and shade structures in the City's right-of-way is permitted to meet this standard with the approval of the Tucson Department of Transportation (TDOT).
4. The shade provided by a building may serve to meet this standard.

K. Public Plazas

Five percent of the gross floor area of new construction shall be provided in public plazas, patios or courtyards. Open space plazas, courtyards, and patios (including outdoor gathering spaces/patio seating, etc. at commercial establishments and restaurants), as well as the walkways connecting these public spaces, are landscaped outdoor areas designed to accommodate multiple uses, from large gatherings of the people for performing arts to smaller gatherings and restaurant seating. The plazas and courtyards will be one of the ways that spaces and uses can be linked. The five percent shall be calculated on each individual development package with a running tabulation to ensure five percent of the gross floor area of all new construction is achieved at complete build-out.

The Property owner/developer may choose to incorporate a transit stop as part of the public plaza or courtyard requirement. A transit-supportive plaza must:

1. Be adjacent to and visible from primary transit route street.
2. Be at least 300 square feet and be shaped so that a 10-foot x 10-foot bus shelter pad will fit entirely in the plaza from the transit street side.
3. Provide a shelter that covers at least 20 square feet. TDOT must approve the shelter. Maintenance and public access easement are required.

L. Gateway Monument

A gateway monument may be incorporated into the Property. Design selection shall be coordinated with TDOT to ensure artworks compositionally and thematically form a whole and add unity to the art opportunities along the Broadway Boulevard. The monument:

1. May include such features as solar lighting, shade structures, street furniture, street light attachments and bus stop related amenities.
2. Should emphasize the individual character and history of the local neighborhood as well as the concept of continuity for the Broadway Boulevard corridor.
3. Should reflect that the Property itself sits at an important location, as a gateway: to Downtown Tucson to the west, to Broadway Boulevard and Sunshine Mile to the east, to the Lost Barrio Tucson Warehouse Shopping District to the south, and The University of Arizona to the north.

M. Drainage

1. Local flood waters are contained within the local storm drain system. In order to protect the integrity of the recently reduced floodplain, development in the PAD must not increase stormwater discharges. The Property is larger than one acre and is in the Tucson Arroyo Watershed, which is a non-designated basin management area within the Tucson Stormwater Management System (TSMS) with watershed TSMS code: "CW". Detention will be required for the Property. Water harvesting will also be provided to be in compliance with UDC section 7.6.6.C.
2. Portions of the existing storm drain culverts pass beneath the northeast corner of the Property, at Broadway Boulevard and Park Avenue. Development must be sensitive to the location of the culverts. No building foundations shall be placed on the existing box culvert drainage easement.
3. Stormwater runoff from the Property will be conveyed throughout the parking and access lanes toward the landscaped areas. It is projected that the proposed development will result in an increase of impervious cover. As noted in the Site Analysis, Section E, the north watershed area of the Property is almost entirely impervious surface. The south watershed area has been utilized as a parking area for decades and is hard packed, so when the impervious surface is combined with the type D soils on the south watershed, stormwater runoff is rapid, and infiltration is virtually non-existent. Stormwater runoff for the Property increases by approximately 0.2cfs for the 100-year event on the north watershed

and by approximately 5.5cfs on the south watershed. The proposed improvements include detention facilities and depressed water harvesting areas throughout to provide some retention of stormwater and a reduction of post-developed discharges to acceptable levels comparable with pre-developed discharges. The proposed drainage patterns will continue to be directed in a manner consistent with existing drainage patterns and will not create any adverse impacts to the Property and developments located downstream from the subject development.

4. The City Engineer must approve any proposed new storm drain connections to the storm drainage system in the existing public drainage easement, or in the right-of-way. A study shall be done to establish the existing condition of on-site and on-street drainage patterns.

N. Parking

1. Vehicular parking shall be provided in accordance with UDC parking ratios, except for those uses indicated in **Table 5**, below. The ratios in Table 5 are based on Institute of Transportation Engineers ("ITE") Parking Generation Manual (5th Edition), the City's requirements for the Downtown Redevelopment District ("DRD"), or the City's requirements for the Greater Infill Incentive Subdistrict ("GIIS"), all of which are well-suited for the PAD's mixed-use program.

Table 5: Parking Requirements

Land Use	Vehicular Parking Required
Commercial Services Use Group	
Administrative and Professional Office	1 space per 500 sq. ft. GFA (DRD)
Medical Service, Outpatient	1 space per 300 sq. ft. GFA (ITE)
Research and Product Development	1 space per 380 sq. ft. GFA (ITE)
Travelers' Accommodation, Lodging	1 space/room (DRD)
Trade Service & Repair, Minor	1 space per 400 sq. ft. GFA (ITE)
Retail Trade Use Group	
All Retail/Sales	1 space per 400 sq. ft. GFA (GIIS)
Residential Use Group	

All Residential	1 space/dwelling unit (DRD)
Industrial Use Group	
General Light Industrial (includes Craftwork, Building and Ground Maintenance and Processing & Cleaning uses)	1 space per 1,500 sq. ft. GFA (ITE)
General Manufacturing, Precision Manufacturing, Perishable Goods Manufacturing	1 space per 600 sq. ft. GFA (ITE)

2. Off-site parking spaces within the public rights-of-way on either side of Park Avenue, 12th Street and Tyndall Avenue (for the segments of the roadways adjacent to the Property) may be utilized to meet the parking requirements for uses within the PAD.
3. An Individual Parking Plan ("IPP") based on best practices may be submitted when the actual uses are determined and for any combination of permitted uses within this PAD, including any and all uses proposed within this PAD. The IPP may include vehicular parking reductions based on shared parking, mode split, peak-use times, etc.
4. If residential units are included in the development, the cost of a parking space should be separate from the cost of the residential unit itself.
5. If the location of a parking structure fronts Broadway Boulevard or Park Avenue, the first floor of the parking structure shall be activated with uses, architecture, landscaping, artwork or other strategies.
6. Bicycle Parking
    a. Required bicycle facilities shall be based on the provisions in UDC Section 7.4.8.
    b. Bicycle parking requirements may be modified within an IPP based on best practices for transit-oriented development.
    c. Short-term parking may be located more than 50 feet from a public entrance(s).
    d. Long-term bicycle parking may be provided inside a structure on the Property.
    e. Unless otherwise provided in this PAD, bicycle parking facilities may not be reduced or eliminated.

7. Car & Ride Sharing

   a. Car Sharing

      (1) Space for car sharing should be provided, in coordination with TDOT staff. The number of car spaces to be provided should be based on the combined number of residential units and/or employees, as follows:

         - 0-49 residential units and/or employees = 1 space
         - 50-200 residential units and/or employees = 2 spaces
         - Over 200 residential units and/or employees = 1 additional space for each 100 additional residential units and/or employees.

      (2) At the election of the Property owner, the car-share spaces may be provided:

         - on the Property
         - on another off-street site within 800 feet of the Property.

      (3) If the car-share space or spaces are located on the Property or another off-street site:

         - the parking areas of the building shall be designed in a manner that will make the car-share parking spaces accessible to non-resident subscribers from outside the building as well as building residents;
         - the location or locations of the car-share parking spaces shall be approved by PDSD and TDOT through the development package review process; and
         - all car-share parking spaces shall be constructed and provided concurrently with the construction and sale of units.

   b. Ride Sharing

      Space for ride sharing should be provided as follows:

         - 0-49 residential units and/or employees = 50 linear feet of pick-up/drop-off area
         - 50-200 residential units and/or employees = an additional 25 linear feet of pick-up/drop-off area
         - Over 200 residential units and/or employees = 200 linear feet of pick-up/drop-off area

8. Bike Share

    a. A Bike Share station/program may be used as part of the IPP to comply with a portion of the Article 7.4 bike standards and shall comply with TDOT's Bike Share program standards. Not more than 25% of the required bike parking for the Property can be met with Bike Share installations.

    b. If a proposed system is docked, it must be integrated with the TuGo Bike Share or then-current City docked bike share system.

    c. Siting must be coordinated and approved by TDOT.

9. Scooter Parking

    If a scooter share program is in place in the City, consider providing scooter parking on-site.

10. Shuttle

    If lodging uses are included, consider providing a shuttle to/from the airport, University of Arizona, and/or downtown to reduce the need for personal vehicles.

O. Transportation Impacts Analysis and Travel Reduction

1. At the time a development package is submitted, a Transportation Impact Analysis shall be submitted in accordance with Section 6 of the *City of Tucson Transportation Access Management Guidelines Ordinance 9823*, and shall include vehicular, pedestrian, and bicycle analysis.

2. Proposed methods to reduce vehicular use may include one or more of the following: transit passes, adequate pick-up/drop-off area for ride share, care share, bike share, scooter parking, hotel/motel shuttle, separation of parking costs from cost of residential units, and/or share d parking agreements between uses.

3. A Travel Reduction Plan following the guidelines of City Code Chapter 29, Article V shall be submitted to Tucson Department of Transportation, except as modified below.

4. The Travel Reduction Plan shall include a residents' program, not just employee programs.

5. Mitigations to projected transportation impacts shall be proposed to the PDSD Director and TDOT that are in reasonable proportion to the amount of impact.

Fees can be paid to complete determined improvements in lieu of constructing them.

P. Loading Zones and Solid Waste Disposal

1. Off-street loading zone standards may be reduced or waived if PDSD and TDOT determine that no traffic safety issue is created and is screened as deemed appropriate.
2. On-site refuse collection container standards governing access, type, and location may be modified if the Environmental Services Department determines that no public health or traffic safety issue is created.
3. The areas shall be designed to reduce noise, emission of offensive odors, or vibrations to owners or occupants of adjacent properties.

Q. Nuisance Impacts

1. Potential nuisances such as noise, odors or vibrations shall be oriented away from residences in the general area.
2. Negative impacts shall be mitigated using techniques such as placing service areas for loading and garbage disposal between the Property's buildings, behind opaque barriers, or by using architectural or landscaping treatments.
3. Manufacturing uses shall be conducted wholly within completely enclosed buildings.
4. All work and activity in connection with, and accessory to, a manufacturing use, such as loading and unloading areas, docks, and platforms, shall be located entirely within a building or an area on the lot that shall be enclosed on all sides by a solid wall or fence six feet in height. Such loading and unloading areas, docks, and platforms shall be located as far from any surrounding residential uses as is reasonably possible.
5. No waste shall be discharged into the streets, drainage-ways, or on property possibly creating a danger to the public health and safety, and no waste shall be discharged in the public sewage system that might endanger the normal operation of the public sewage system.
6. Outdoor storage areas shall be screened. No materials or products shall be stacked or stored to exceed the height of the screen adjacent to residential uses or a street.

R. Lighting

1. Lighting shall adhere to the requirements of the 2012 City of Tucson/Pima County Outdoor Lighting Code (OLC).
2. Lighting shall be provided for all pedestrian pathways and pass-throughs. Where no lighting exists along the public right-of-way, pedestrian scale lighting shall be provided.

S. Energy and Water Conservation Standards

The PAD development shall use best practices in energy and water conservation design by current industry standards.

T. Landscaping

Amenity landscaping shall be provided throughout the entire PAD area, including landscaping in vehicular use areas and street landscape borders, which will be provided in accordance with UDC Section 7.6. For purposes of compliance with UDC Table 7.6.4-1: Landscape Border and Screening Standards, the PAD exterior boundary (Broadway/Park/Euclid/12th) shall be the "site boundary", and, therefore, no interior landscape borders are required.

U. Utilities

1. The Property owner is responsible for identifying existing known utilities serving the PAD, as well as proposed utility installations/extensions anticipated to be required to provide service to the PAD.
2. Water. This Property is within Tucson Water Service Area.
    a. Tucson Water will review plans for new development.
    b. Tucson Fire Department will review and approve fire flow service required for this Property.
    c. Costs for any on-site and off-site water system improvements required to serve the PAD are the responsibility of the Owner/Developer.
3. Sewer. The existing sewer is an 8-inch public sewer in McKey Street.

    Prior to submittal of a development package to the City, the Owner/Developer will obtain a Type I Capacity Letter from the Pima County Regional Wastewater Reclamation District verifying that capacity exists in the downstream public

sewer system (email to sewer@pima.gov). The following items shall constitute applicable PCRWRD rezoning conditions for this PAD.

a. The owner(s) shall not construe any action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner(s) to that effect.

b. The owner(s) shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, preliminary sewer layout, sewer improvement plan, or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner(s) shall enter into a written agreement addressing the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the PCRWRD.

c. The owner(s) shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.

d. The owner(s) shall connect all development within the rezoning area to Pima County's public sewer system at the location and in the manner specified by the PCRWRD in its capacity response letter and as specified by PCRWRD at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan, or request for building permit.

e. The owner(s) shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan or request for building permit.

f. The owner(s) shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the rezoning area.

4. Dry Utilities. The Owner/Developer is responsible for coordinating service to the Property.

5. Maintenance. All private sewers/BCS's, water lines, fire lines, electric services, and irrigation systems shall be the responsibility of the PAD owner. Maintenance

of public utility infrastructure located within and/or adjacent to the PAD will be the responsibility of the servicing public utility provider or public agency.

V. Airport Overlay/Avigation Easement

According to the FAA Notice Criteria Tool, this PAD is located in proximity to a navigation facility and could impact navigation signal reception. The following constitute applicable Tucson International Airport's rezoning conditions for this PAD:

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

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

   The current Property owner or person authorized to sign on behalf of the current Property owner shall complete, sign, and record the Avigation Easement.

   a. Record the Avigation Easement with the Pima County Recorder's Office.

   b. Once the Avigation Easement is recorded, a copy of the recorded easement must be sent to the Tucson Airport Authority by either email (to srobidoux@flytucson.com) or mailed to the following address:

      Scott Robidoux, Senior Airport Planner
      Tucson Airport Authority
      7250 South Tucson Boulevard, Suite 300
      Tucson, AZ 85756

3. For only residential uses - the developer shall provide the Airport Disclosure Statement form, at time of sale, to the new property owners with new unit purchases. In the event the development of any residential uses does not involve the sale of new units but is instead offering rental residential units to the public, the new tenant of the rental unit shall be provided a copy of the Airport Disclosure Statement form. The intent of the Airport Disclosure Statement form is to educate and notify the new residents that they are living near an airport. The

content of such documents shall be according to the form and instructions provided.

The new property owner or new tenant shall forward a signed copy of the Airport Disclosure Statement form to the Tucson Airport Authority, using the mailing address provided below.

Scott Robidoux
Senior Airport Planner
Tucson Airport Authority
7250 South Tucson Boulevard, Suite 300
Tucson, AZ 85756

W. Design Review Committee

Subsequent to PAD approval and prior to the submittal of any tentative subdivision plat or development plan within the PAD, a standing Design Review Committee ("DRC") shall be established to review and approve PAD design elements, including but not limited to, architecture, landscaping and signage, for compliance with the development regulations outlined in Part 3 of this PAD.

1. The Welcome Broadway PAD DRC's authority shall include the following:
    i. Review and make recommendations on new site plans and building elevations for compliance with the Welcome Broadway PAD document's design standards;
    ii. Review the Placemaking Strategies for new development, submitted with the development package; and
    iii. Through a self-certification process, provide a letter of recommendation to the City at the time of development package submittal advising whether the design conforms to the PAD.
2. The DRC is composed of seven (7) members, who will be appointed by the development team, except as noted below:
    i. One registered architect not part of the development team and with experience and knowledge relative to historic preservation;
    ii. One registered landscape architect not part of the development team;
    iii. One registered contractor not part of the development team;
    iv. One member of the development community not part of the development team;

v. One representative from the Barrio San Antonio Neighborhood Association appointed by the Barrio San Antonio Neighborhood Association;

vi. One representative from Miles Neighborhood Association appointed by the Miles Neighborhood Association; and

vii. One representative selected by consensus between the Iron Horse, Pie Allen and Rincon Heights Neighborhood Associations to represent all three neighborhood associations on the north side of Broadway Blvd.

3. If the Welcome Diner building is part of a proposal for DRC review, the City's Historic Preservation Officer will be consulted prior to the DRC meeting. Any written comments from the City's Historic Preservation Officer will be part of the DRC deliberations.

X. Interpretation and Amendment

1. Interpretation

   The Welcome Broadway PAD is governed by the standards within this document. If there is a dispute between a PAD standard and a UDC standard regarding the same provision, feature, or issue, the PAD standard prevails. All UDC provisions, Development Standards, or other COT regulations not exempt or replaced by this PAD document continue to apply, as long as the purposes and goals of this PAD can be furthered in applying the UDC.

   The COT Zoning Administrator is the official interpreter of this document.

2. Urban Design Best Practices

   In order to accommodate creative solutions to design and development issues, the PDSD Director may approve alternatives to the development regulations determined by the Director to be consistent with "urban design best practices." For the purposes of the PAD, "urban design best practices" include design studies approved for the City; adopted urban design standards for a downtown area or a similar corridor redevelopment in an American city of comparable size; standards or books written by urban design experts, such as Project for Public Spaces, or endorsed by a professional organization, such as the American Institute of Architects or the American Planning Association, addressing downtown or university transition area development corridor redevelopment; or any comparable report, study or standards approved by the PDSD Director. Any such Urban Design Best Practices shall be presented to this PAD Design Review Committee for review and recommendation to the PDSD Director.

3. Amendments

   a. Administration. The PAD shall be administered and enforced by the PDSD Director. The PDSD Director may approve a submittal that complies with all the standards in this PAD document.

   b. Minor Amendments. The PDSD Director may allow minor change to the provisions set forth in the PAD, provided such changes are not in conflict with the goals as expressed in the PAD document. The following shall be considered minor changes:

      i. Addition of new information to the PAD, Conceptual Plan, maps, or text that does not change the intent of a regulation, development standard, or guideline.

      ii. The addition of permitted uses that may not be specifically listed in this document, but which are determined to be sufficiently similar in type and nature to those listed as permitted.

      iii. Changes to the community infrastructure, such as drainage, water, sewer system, which do not have the effect of increasing or decreasing development capacity in the PAD nor change the concepts of the document.

      iv. Modifications to the development standards that are in the interest of the community and do not affect health or safety issues.

   c. Major Amendments. Major amendments to the PAD shall be those changes or modifications that materially alter the guiding goals and objectives as presented in the PAD.

      i. The PDSD Director will determine if a proposed amendment would result in a major change per the criteria established in UDC Section 3.5.5.J.2.c.

      ii. Major amendments shall be processed in accordance with UDC Section 3.5.3, Zoning Examiner Legislative Procedure.

   d. Exemptions. In addition, unless by a finding of the PDSD Director that public safety and health would be jeopardized, the Welcome Broadway PAD is also exempt from the following:

      - Section 4.9 Use-Specific Standards;
      - Section 5.4 Major Streets and Routes Setback Zone;
      - Section 6.3 Minimum perimeter yard standards, maximum lot coverage standard, and minimum lot size standards; and

- Section 7.7 Native Plant Preservation Standards.

e. All standards related to grading, water harvesting, civil engineering, outdoor lighting, and building construction on the Property shall be in compliance with existing City codes and standards.

REFERENCES

Documents Used in Preparation of PAD Plan	Comment
Local Zoning References -	
Infill Incentive District Zone	Site specific
Speedway + Campbell Gateway PAD	Site specific
PAD (H) 31 – Trinity PAD	Site specific
Local Planning Documents	
Plan Tucson: The City's General and Sustainability Plan (2013)	City-wide
Major Streets & Routes Plan (Adopted 1982; various updates since then)	City-wide
Frequent Transit Network (2017)	City-wide
High Capacity Transit Implementation Plan (2018)	Region-wide
High Capacity Transit Plan (2009)	Region-wide
Pima Association of Governments Pedestrian Plan (2014)	Region-wide
City of Tucson Americans with Disabilities Act (ADA) Transition Plan (2018)	City-wide
City of Tucson Bicycle Boulevard Master Plan (2014)	City-wide
Arroyo Chico Area Plan (1979) and Miles Neighborhood Plan (2009)	Area-specific
Final Planning Memorandum for Arroyo Chico Multi-Use Path (2017)	Area-specific
Property Redevelopment	
Broadway Volvo Redevelopment – 2014 Review of Area and Neighborhood Plans	Site-specific
September 18, 2014 Broadway Volvo Visioning Workshop	Site-specific
Broadway Corridor Project Documents	
Phase 2 Final Historic Buildings Inventory Report (2017)	Project area-specific
Existing Conditions Report: Land Use, Urban Form, and Significant Structures (2012)	Project area-specific
Citizens Task Force Mission, Vision, and Goals (2012-2016)	Project area-specific
Broadway Boulevard Corridor Revitalization White Paper (2014)	Corridor-specific to Broadway/Sunshine Mile
Project for Public Spaces' *Placemaking Vision Plan for the Broadway Corridor* (2018)	Corridor-specific to Broadway/Sunshine Mile
Other References	
Manual of Best Practices for Transit-Oriented Development. New Jersey Department of Transportation and New Jersey Transit, 2013.	
Mixed-Use Transit-Oriented Development Zone District Standards: Key Issues and Options. Prepared for the North Central Texas Council of Governments and the City of Cedar Hill, TX. Texas, 2014.	
The TOD Standard, 3rd Edition. Institute for Transportation and Development Policy. New York, 2017.	
ITE Parking Generation Manual, 5th Edition	