



# PLANNING COMMISSION

Planning & Development Services Department • 201 N. Stone Ave. • Tucson, AZ 85701

**DATE:** July 16, 2014

**TO:** Planning Commission

**FROM:** Ernie Duarte  
Executive Secretary 

**SUBJECT:** *University Area Plan* Amendment PA-14-01, Amendment to Add New Section, 3.G. Helen-Warren Station Area, Located at Northwest Corner Campbell Avenue and Speedway Boulevard  
Study Session (Ward 6)

**Issue** – This application represents a proposed plan amendment submitted by Jim Portner of Projects International to the *University Area Plan (UAP)* by the owners of the 2.49-acre, Palm Shadows Apartment property. The applicant is seeking to address *UAP* policy direction for mixed use development as it relates to vehicular access and building height, by adding a new section in the area plan's Land Use and Development section referred to as Section 3.G that would apply to this case and would address development and design policies and guidelines affecting the subject property.

The applicant's amendment site is located near the Helen-Warren Station, the eastern terminus of the modern streetcar corridor. The applicant refers to the development as a proposed transit-oriented development (TOD), which is a type of development often centered on a transit station that may include a mixed-use residential and commercial area with easy access to public transportation. Further, TOD projects are often designed to encourage the use of a variety of modes of transit, including a modern streetcar. The applicant proposes a development that includes building complex of various massing and heights with the tallest element to include a 20-story (250 foot) building component with an urban open space tying into the streetcar station as well as a use mix including a major grocery store, offices, retail shops and condominium style of residential units.

If the plan amendment is adopted by Mayor and Council, the applicant intends to implement the policies and guidelines by applying for a Planned Area Development (PAD) rezoning for the subject property. The PAD document would contain all the specific zoning and design regulations required to define this proposal as an actual transit-oriented development.

The new section 3.G sets up a framework for reviewing this plan amendment as Sub-Area 1 and allows for a potential study area including the other properties located at the four corners of the Speedway/Campbell intersection to consider the extent new sub areas should or should not be added.

**Recommendation:** Staff recommends that the Planning Commission set this item for public hearing on the next available date in August 2014.

**Applicant's Request:** The applicant's proposed amendment to add a new section 3.G to the *University Area Plan* will provide polices and guidelines for the 2.49-acre, subject property on the northwest corner of the Speedway/Campbell intersection referred to as Sub-Area 1 in Section 3.G. The policies and guidelines deal with permitted land uses, compatibility with surrounding existing uses, pedestrian and vehicular access and circulation, mitigation of impact on surrounding neighborhoods, urban design best practices, and a building height profile that helps establish an iconic vision of an eastern gateway to the University of Arizona.

**Background:** The economic success of the modern streetcar corridor remains a top priority for the Mayor and Council. In June 2012, the streetcar land use planning process was initiated with the help of a consulting team, and funded by Pima Association of Government, the Regional Transportation Authority, and the City of Tucson. In January 2013, a week-long design charrette was held involving over six hundred community participants to define guiding principles and desired goals for the streetcar corridor.

In August 2013 a series of four meetings were held that discussed the desired goals and some of the developing policy and land use strategies that were identified or beginning to emerge from the process. In September 2013 some preliminary ideas and concepts were presented to Mayor and Council which included future consideration of a Speedway/Campbell Special Area Policy given the Helen-Warren Station location at the northwest corner of Speedway Boulevard and Campbell Avenue.

The intersection of Speedway and Campbell has the potential to become both a transit-oriented activity center and the eastern gateway to the University of Arizona. *Plan Tucson* supports development opportunities where there is close proximity to transit, multi-modal transportation systems that link the University of Arizona campus area with the Fourth Avenue business district, and downtown Tucson. The intersection is anchored on the northwest corner by the Helen-Warren Station along with Arizona Board of Regents properties and other private properties, and the University of Arizona Medical Center. The other intersection corners have private properties that include a multi-story hotel and strip-center commercial uses.

At this time, there has been no determination to initiate an intersection study area at Speedway and Campbell. However, the current application proposing a multi-story transit-oriented development may allow the opportunity for a wider discussion of the ultimate extent and vision of an eastern gateway area that compliments both the streetcar station, the developable adjacent University and private properties, and the surrounding more established uses including the University Medical Center, and the historic neighborhoods. It should be noted that the University of Arizona will be updating their 2009 Comprehensive Campus Plan in order to reflect any recent changes to the physical campus as well as addressing any new institutional direction and opportunities, such as fostering new transit options with the modern streetcar line that will connect the UA campus with downtown Tucson.

Regardless of a future study area being initiated, the proposed transit-oriented development along with the Helen-Warren Station present supportive opportunities for the economic success of the modern streetcar at its eastern terminus and in considering an eastern gateway to the University of Arizona.

**Existing Zoning and Land Uses:** The 2.49 acre amendment site is zoned C-1 and R-3.

To the north is R-1 zoning with the Arizona Board of Regents property, the University of Arizona Medical Center, and the Helen-Warren Station for the streetcar.

To the south is C-1 and C-2 zoning with commercial areas with restaurants and retail on both southern corners, and to the southeast the A-Loft hotel and to the southwest the University of Arizona campus.

To the east is C-1 and O-3 zoning including the Arizona Board of Regents property, a mall commercial area, Our Savior's Lutheran Church, and the Blenman-Elm neighborhood which is a National Register District.

To the west is C-1 and R-3 zoning, with the Arizona Board of Regents property, including Babcock Hall, Wells Fargo Bank, and McDonald's drive-thru restaurant.

In summary, the immediate zoning and land use context for the amendment site is a mix of retail, restaurant, and commercial services, together with a variety of Arizona Board of Regents and University of Arizona facilities including the University of Arizona Medical Center; and further out from this immediate area core are residential neighborhoods to the north, east, and southeast.

**Land Use Policy Direction:** Policy direction is provided by the City's *Plan Tucson* (2013) and the *University Area Plan* (1989). Key policies are summarized below; a complete policy listing is provided as Attachment E.

*Plan Tucson (2013):* *Plan Tucson* supports land use, transportation, and urban design projects that will link the Downtown activity center, Fourth Avenue, and the University of Arizona. Key policies are listed in Attachment E, specifically, BC7, LT1, and LT28.1.8.

*Plan Tucson* identifies the amendment site as a Campus Area on the Future Growth Scenario Map: campus areas include education, medical, and business facilities that serve the local workforce and student population and includes a wide range of housing, variety of retail opportunities, and transit options, examples include University of Arizona, Tucson Medical Center, the University of Arizona Medical Center.

The *Plan* fosters the success of commercial areas, including downtown, major activity centers, major corridors. It supports urban design that is sensitive to surrounding scale and

intensities of existing development, and integrates alternative transportation choices, creates safe gathering places and fosters social interaction. It encourages the branding and marketing of Tucson's business climate in promoting the University of Arizona, Downtown and the modern streetcar line. All development should incorporate 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 (1989):* The *University Area Plan* promotes the cooperation between neighborhoods, private developers, the City of Tucson, and the University of Arizona to ensure that new development is sensitive to local neighborhood concerns and supportive of adopted city-wide policies.

The *UAP* recognizes the nature and potential of the University and its immediate surroundings as a relatively compact, pedestrian-oriented regional activity center, and works to strengthen the identity and quality of this area consistent with city-wide and neighborhood goals. The *University Area Plan* supports new development on the perimeter of residential areas which serves to enhance the quality of life for the neighborhood residents; provides a mix of goods and services oriented to local residents; is compatible with the neighborhood; and supports a multi-modal transportation network.

*With the proposed transit-oriented development at the northwest corner of Speedway Boulevard and Campbell Avenue, the following policies in the University Area Plan must be addressed given the project's primary access onto Helen Street, a local street, and the proposed 20-story (250 foot) component:*

- *Except in the West University Transition Area, vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas (Section 3.D.1)*
- *Building height or mass to complement the scale and character of surrounding development and reduce the appearance of excessive height and bulk (Section 8.1)*

**Public Contact:** Within the past year, the applicant of the amendment site has held several meetings with leadership groups from the surrounding neighborhoods presenting his plans to redevelop the subject property as a mixed-use project.

These meetings were held on: June 19, 2013, April 28, 2014, and June 19, 2014. On May 8, 2014, the applicant held their required neighborhood meeting with approximately 60 people in attendance.

Issues discussed during the meeting included parking, height and massing, traffic impacts, target market for residential, impact on UMC helicopter flight pattern, and how this project will impact land across Campbell.

**Conclusion:** The amendment site is located near to the Helen-Warren Station, the eastern terminus of the modern streetcar corridor. The proposed project which the applicant refers to

as a transit-oriented development, is a type of development with its 20-story (250 foot) building complex and mix of uses including a major grocery store, offices, retail shops and condominium style of residential units that may serve to help establish the Campbell-Speedway intersection as an eastern gateway to the University of Arizona.

The proposed development is consistent with the goals and policies of *Plan Tucson* and the *University Area Plan*. Both these *Plans* support development that links Downtown, Fourth Avenue, and the University of Arizona. *Plan Tucson* supports development that promotes local assets such as the University of Arizona and the modern streetcar line.

The policies and guidelines proposed with the amendment to the *University Area Plan* can address concerns and mitigate urban impacts on the surrounding uses at this major intersection. A special zoning district, such as a Planned Area Development (PAD), can contain all the specific zoning and design regulations required to define this proposal as an actual transit-oriented development suitable for the redevelopment and enhancement of the northwest corner of the Campbell Avenue and Speedway Boulevard intersection consistent with city-wide and neighborhood goals.

Given the upcoming update of the University of Arizona's 2009 Comprehensive Campus Plan, and the overall policy direction of the *UAP* (Section 7) the proposed amendment area should allow adjacent Arizona Board of Regents property to use Sub-Area 1's policies and guidelines to allow future planning options for the University's Campus Plan.

Staff recommends the Planning Commission set this item for public hearing in August 2014. Staff will continue to review this proposal relative to existing and planned land uses, as well as other relevant information.

Attachments:

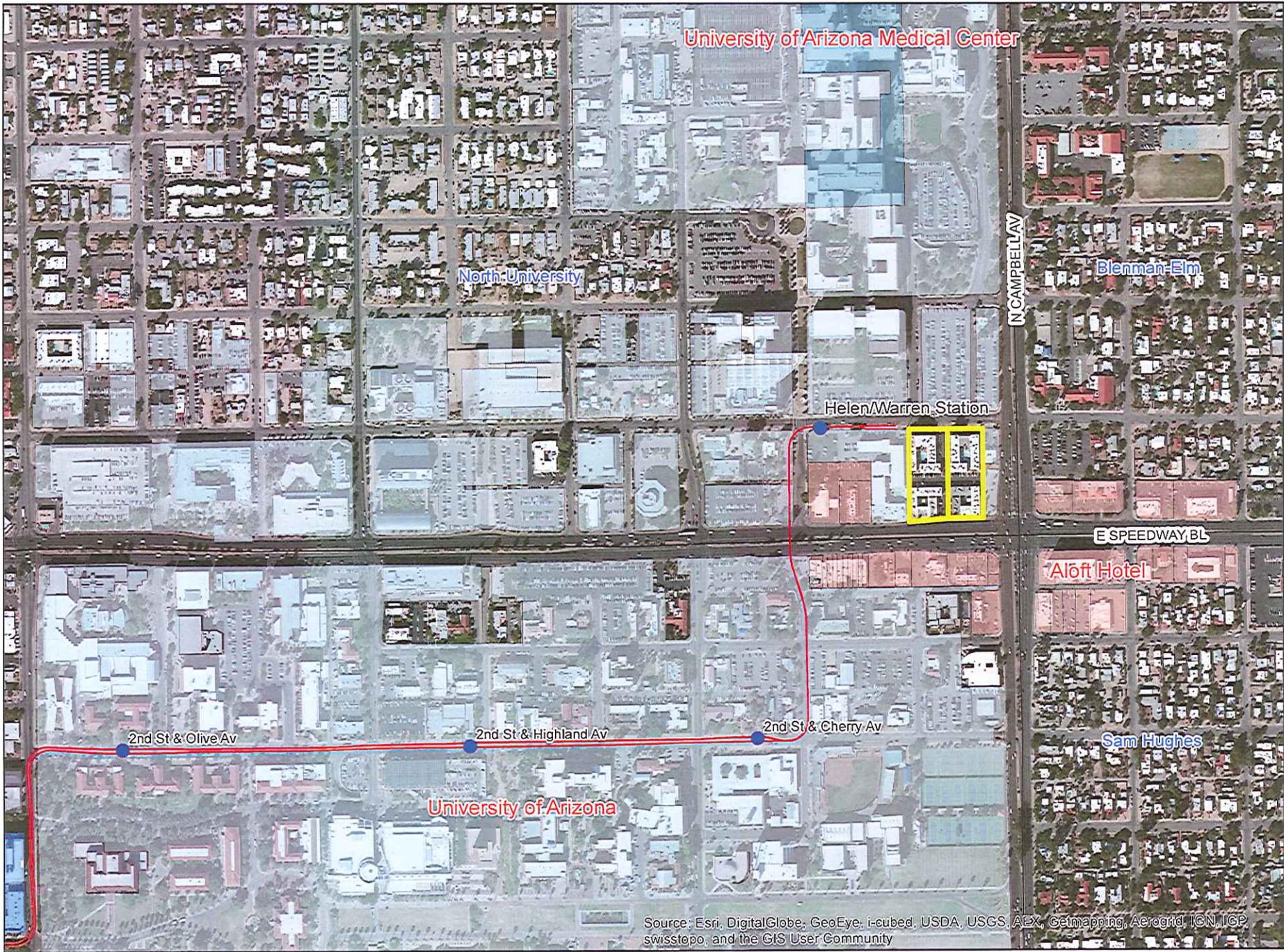
A: Context Map

B: Zoning Map

C: Copy of the Plan Amendment Application

D: Proposed Changes to *University Area Plan* – 3.G. Helen-Warren Station Area, Sub-Area 1

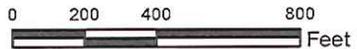
E: Land Use Plan Policies



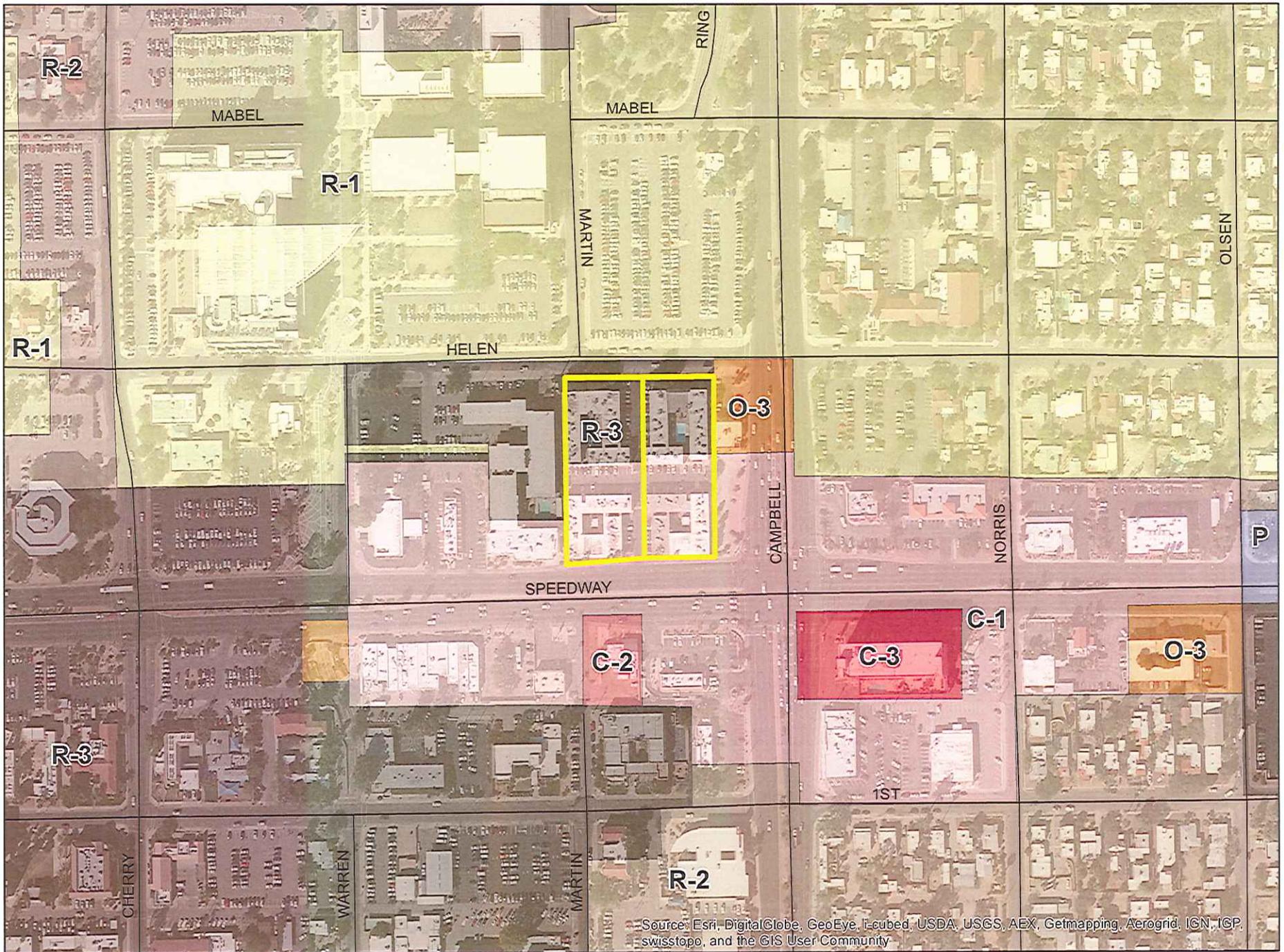
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Geomapping, Aerogrid IGN, IGP, swisstopo, and the GIS User Community

# Context Map

Amendment Site



Created By: Planning & Development Services  
Date: 6/26/2014



# Zoning Map

 Amendment Site



Created By: Planning & Development Services  
Date: 6/19/2014

Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



PLANNING &  
DEVELOPMENT  
SERVICES DEPARTMENT

# Application for Plan Amendment

February 2010 Form

## SECTION 1 - Case Filing Information

To be filled out by Staff

Date Filed: \_\_\_\_\_ Received by: \_\_\_\_\_

Area/Neighborhood Plan to Be Amended:

\_\_\_\_\_

Date Plan Was Adopted by Mayor and Council: \_\_\_\_\_

Plan Amendment Name: \_\_\_\_\_

Plan Amendment Number: \_\_\_\_\_ Processing Fee: \_\_\_\_\_

## SECTION 2 - Site Identification

Street Address: 1801 & 1815 E. Speedway Boulevard; 1802 & 1816 E. Helen Street

Township/Range/Section: T14S-R14E-Sec. 6 Tax Code No: 123-10-038b & 123-18-035b

Nearest Major Cross Street: NWC of Speedway Boulevard @ Campbell Avenue

Amendment Site Size: 108,528 SF (2.49 AC)

Attach Assessor's map and current color aerial photograph of site and surrounding properties to application.

## SECTION 3 - Applicant Information

If the applicant is not the property owner, please provide the property owner(s) name(s), address(es), and telephone and fax number(s), and the property owner's dated signature. A letter from the owner authorizing the applicant to represent the owner in the processing of this plan amendment must be attached to the application.

Ownership per Assessors Record:

Triple SSS, LLC (60%) & Palm Shadows, LLC (40%)  
c/o Nicolosi & Fitch, Inc.  
5501 N. Swan Road -- Suite 100  
Tucson, AZ 85718

Contact Information:

Mr. Suresh Sani, Manager  
Triple SSS, LLC  
c/o First Pioneer Properties  
34-09 Queens Boulevard -3rd Floor  
Long Island City, NY 11101

Phone: 718.482.0700 x122

Fax: 718.482.1380

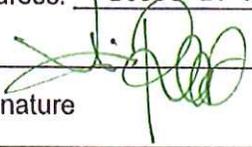
Email: suresh@firstpioneerproperties.com

**SECTION 3 - Applicant Information Cont'd.**

Applicant or Agent's Name: Jim Portner Email: jportner@projectsintl.com

Firm's Name: Projects International, Inc. Phone No: 520.850.0917

Address: 10836 E. Armada Lane Tucson, AZ 85749 Fax No: 520.760.1950

 Signature \_\_\_\_\_ Date May 15, 2014

**SECTION 4 - Site and Surrounding Conditions**

**SITE**

Existing Site Zoning: C-1, R-3 Current Use of Site: rental apartment complex

Current Site Conditions (undeveloped or developed; and, if developed, list significant improvements on the site - buildings, pavement, walls/fences, etc.):

Fully-developed site of Palm Shadows Apartments, a rental apartment complex  
with multi-story buildings, parking, pool/recreation areas, etc.

**SURROUNDING AREAS**

Existing Zoning: North R-1 South C-1, C-2 East C-1, O-3 West C-1, R-3

Describe Land Uses and Development on Surrounding Properties:

North: ABOR property and University Medical Center

West: ABOR Babcock Hall property, Wells Fargo Bank, McDonald's Restaurant

East: ABOR property, Campbell Avenue, commercial/retail pads, Our Saviour's Lutheran Church

South: Speedway Blvd., restaurant & retail pads, UA Campus Southeast: A-Loft Condos

Neighborhood Context: Immediate context is a mix of fully-developed retail, restaurant,  
and commercial-services, together with a variety of ABOR/UA facilities and the

University Medical Center. Further out from this immediate core are residential  
neighborhoods to the north, east, and southeast.

SECTION 5 - Plan Amendment Information

Attach Additional Sheets as Necessary

Proposed Site Development

Proposed Use: Mixed-use Development Proposed Zoning: PAD

A transit-oriented, mixed-use development featuring commercial, specialty retail, restaurant & grocery uses together with professional offices and high-rise residential

Proposed Site Improvements (buildings, parking areas, etc.):

This project involves the complete redevelopment of the existing Palm Shadows Apartments property so as to replace it with an urban mixed-use project featuring street-level commercial, a major grocer, offices and residences in both mid-rise and high-rise

buildings. Parking structures and pedestrian open spaces will be integrated into same. Identify the parts of the Plan that need to be amended, and why. List any policies and identify any maps that are proposed to be changed.

We propose to add a new Section 3.G to the University Area Plan entitled, "Transit-Oriented Development (TOD)". Within it, we will identify the subject property as a formal Sub-area of the UAP and will outline a comprehensive series of policies under which it must be developed.

Provide proposed new goal and policy language, and proposed new maps that incorporate the change.

See Attached Narrative.

Explain how the proposed changes are consistent with and supported by the overall goals, and any applicable policies, of the Area or Neighborhood Plan:

See Attached Narrative.

**SECTION 5 - Plan Amendment Information Cont'd.**

Explain how the proposed changes are consistent with and supported by the goals and policies of the *General Plan*.

See Attached Narrative

Provide additional supporting information that demonstrates why this amendment should be approved.

See Attached Narrative

A concept plan is not required. However, staff encourages the applicant to submit one.

Is a concept map being submitted with this application? Yes   X   No \_\_\_\_\_

**SECTION 6 - Pre-Submittal Meeting Information**

The following must be attached to the plan amendment application (see Part 4 of the handout titled "Plan Amendments - Information for Applicants"):

- Copy of the meeting notice that was mailed
- Copy of the mailing list used
- Certification of mailing
- Copy of the sign-up sheet showing who attended the meeting
- Meeting summary
- Copy of any maps, drawings, or written information provided at the neighborhood meeting
- Any changes in the plan amendment proposal based on comments received at the neighborhood meeting
- Copy of notes from rezoning pre-submittal meeting

S:\Plan Amendments & PAD Changes of Conditions\FORMS\PA\_application.doc

**Narrative Attachment to Application**  
**Request to Amend the University Area Plan (UAP)**  
**2.49-Acre Property — Near NWC of Speedway Blvd. @ Campbell Ave.**

The narratives below address certain sections of the City's *Application for Plan Amendment* form. Each of these sections was labeled with "See Attached Narrative" on the submitted *Application*; each is numbered and titled as per the *Application* format.

**SECTION 5 — Plan Amendment Information**

**Provide Proposed New Goal and Policy Language and Proposed New Maps that Incorporate the Change:**

A separate narrative, including two (2) graphic exhibits, is provided as a separate, stand-alone attachment; this narrative is the intended language for the proposed new Section 3.G of the University Area Plan entitled, "Transit-Oriented Development (TOD)".

**Explain How the Proposed Changes are Consistent with and Supported by the Overall Goals, and any Applicable Policies, of the Area or Neighborhood Plan**

The requested area plan amendment is consistent with and supported by the existing University Area Plan (UAP) in the following manner:

1. Section 3.C.1 & 2 (p. 11) of the current UAP identifies the Speedway/Campbell intersection as one of six (6) designated pedestrian districts within the UAP boundary and promotes the development of concentrated centers of pedestrian-oriented commercial and office activity at these district locations. The development of a true mixed-use project within proposed Sub-Area 1, featuring a residential component in addition to commercial and office uses, is clearly consistent with this intensification principle. Furthermore, the proposed plan amendment language includes several policies geared specifically at insuring that a rich and vibrant pedestrian-oriented character is achieved with the project.
2. Section 4 (p. 19) of the current UAP encourages the development of a multi-modal transportation system which is sensitive to both neighborhood and regional needs. The proposed plan amendment requests the addition of an entirely new Section 3.G of the UAP that focuses specifically upon TOD. Furthermore, the proposed multi-use project within the TOD Sub-Area 1 is exactly the type of highly intensive and dense residential, commercial, and office development that creates the level of ridership demand necessary to support and sustain the new modern streetcar, existing transit operations, and which naturally attracts bicycle and pedestrian users.
3. Section 1.2 (p. 5) of the current UAP promotes cooperation between neighborhoods, private developers, and the University of Arizona to ensure that new development is sensitive to local neighborhood concerns and supportive of City-wide policies. The proposed plan amendment language includes several policies to encourage/require contact and coordination with neighborhood and UA representatives throughout the project design and rezoning process. These interactions have already begun and will continue through the plan amendment public process and beyond.

**Explain how the proposed changes are consistent with and supported by the goals and policies of the General Plan (i.e. Plan Tucson 2013):**

Chapter 3 (*Built Environment* section; pp. 3.129 through 3.131) goes to great lengths to emphasize the importance of integrating land use, transportation, and urban design in a holistic manner. This proposed multi-use project is a quintessential example of this integration. The proposed new Section 3.G of the University Area Plan specifically focuses on TOD. It suggests a detailed set of policies that will ensure the proper linkage between a new and intensive commercial, office and high-rise residential development with the nearby Helen Street modern streetcar terminal. The goal is to create a unique, vibrant, and pedestrian-oriented streetscape and urban space. This three-way integration of land use, transportation and urban design is a fundamental plank in the *Built Environment* platform of Plan Tucson 2013.

**Provide Additional Supporting Information that Demonstrates Why This Amendment Should be Approved**

The modern streetcar is a major new transportation element furthering the City of Tucson's goal to achieve a truly regional, multi-modal transportation system. The initial 3.9-mile segment of the modern streetcar is paid for by a combination of Regional Transit Authority (RTA) dollars (approximately \$75M), together with various federal funds, including a \$63M Transportation Investment Generating Economic Recovery (TIGER) grant. A basic premise of this funding is the expectation that land use density and intensity along the streetcar alignment will increase significantly in the coming years, especially at the streetcar's designated terminal locations. Such densification is essential to creating the level of ridership and demand that is necessary to sustain the streetcar and other multi-modal transportation options over the long-term.

The proposed plan amendment request and the attendant establishment of TOD Sub-Area 1 on the subject property is wholly consistent with the above multi-modal and modern streetcar objectives. The subject property is located in direct proximity to the existing Helen Street terminal, thereby providing a direct linkage from the proposed multi-use project to downtown and all points in-between. The project proposes the exact type of high-density, intensive residential, commercial, and office development necessary to foster and support the City of Tucson's multi-modal goals and the new modern streetcar's successful operation.

**SECTION 6 — Pre-Submittal Meeting Information**

**Any Changes in the Plan Amendment Proposal Based on Comments Received at the Neighborhood Meeting**

The following elements of the proposed plan amendment request result directly from neighborhood input, comments, and concerns expressed at the formal May 8, 2014 neighborhood meeting and through other conversations and interactions with neighborhood representatives:

- This plan amendment request originally intended to formally designate a “Special Area” for the subject property, together with the proposed policy language that would govern its development. Neighborhood leadership expressed concern with the generic term “Special Area” and the possibility that it might set the precedent for a series of new special-area requests by other developers. In response, this plan amendment application instead proposes the addition of a new Section 3.G of the UAP, entitled “Transit-Oriented Development”, with the subject property being designated as Sub-Area 1 within the Plan. This designation more aptly describes the proposed type and character of the development and its proximity to the existing Helen Street modern streetcar terminal.
- Some concerns were expressed with the potential 20-story height as part of the proposed development. Policy language has been included which requires that detailed viewshed and visibility studies be provided at the time of rezoning, as well as provisions being included to recognize and address privacy considerations of nearby residential neighborhoods.
- Concerns were expressed with respect to the generation of new vehicular traffic on the surrounding public streets. Policy language has been included which requires the completion of a detailed traffic impact analysis at the time of rezoning, as well as the definition of the specific public street improvements that must be completed at developer expense in order to accommodate the identified traffic impacts of the project.
- Concerns were expressed with respect to the potential impact of the proposed 20-story tower upon the existing flight path of the helicopters serving University Medical Center. Related concerns were expressed as to the potential for sound reverberations (from the helicopters) off of the tower and into adjacent neighborhoods. We have obtained a copy of the *Memorandum of Understanding (MOU)* currently in place between UMC and the neighborhoods. Policy language has been added requiring the analysis of the issue at the time of rezoning, as well as the assessment of any impacts to the established provisions of the *MOU*.
- Concerns were expressed regarding drainage problems in the neighborhoods downstream of the subject property. The request was made that the project attempts to go beyond standard measures and to contemplate active and passive waterharvesting functions. As such, a policy has been added to address same and to explore waterharvesting measures at the time of rezoning.

#### **Copy of Notes from the Rezoning Pre-Submittal Meeting**

No rezoning presubmittal has yet been held on this project, as the plan amendment request must first be approved before a rezoning application is possible. We held a presubmittal meeting on this plan amendment request on April 2, 2014 and have since had several working discussions with staff during the preparation of the application package for submittal. No formal notes were prepared for any of these meetings or discussions.

## Draft Language Request to Amend the University Area Plan (UAP)

This plan amendment application proposes adding the following new section to the existing University Area Plan (UAP):

### Section 3.G. Transit-Oriented Development (TOD)

**Intent Statement:** The intent of this Section is to provide for TOD, at appropriate locations, which complements the planned modern streetcar and its proposed terminal sites. TOD areas shall comprise urban mixed-use environments with sustainable design elements, vibrant urban pedestrian open spaces, and accessibility to a variety of transportation modes.

**Sub-Goals:** Encourage a mix of *land uses* that is appropriate for an urban, transit-oriented mixed-use development.

Ensure *compatibility with the surrounding land-use context* as it currently exists and as it is planned for the future.

Ensure *access to and facilitate a variety of transportation modes*, including vehicular, bicycle, bus transit, and modern streetcar.

Ensure appropriate recognition and safeguards as necessary to *protect nearby established residential neighborhoods*.

Provide vibrant *pedestrian spaces and streetscapes*.

Ensure *coordinated design in architecture and landscape architecture* to create an integrated aesthetic quality and sense of place.

### Sub-Area 1

Sub-Area 1 is hereby established, as illustrated on the attached Exhibit 3.G.1, comprising that 2.49-acre property located north and west of the intersection of Speedway Boulevard at Campbell Avenue.

**Intent Statement:** The intent of Sub-Area 1 is to provide for TOD, consistent with the primary Sub-Goals defined above, that complements the planned modern streetcar terminal to be located on East Helen Street, approximately five hundred feet (500') west of Campbell Avenue.

**Sub-Goals:** Provide a complement of *land uses* that is appropriate for an urban, transit-oriented mixed-use development; this mix of uses could include commercial and specialty retail, restaurants, a full-size grocery, professional offices, and residential condominiums.

Ensure *compatibility with the surrounding* commercial, retail, and University of Arizona/University Health Sciences Center land-use context as it currently exists and as it is planned for the future.

Ensure *access to and facilitate the vehicular, bicycle, bus transit, and modern streetcar modes of transportation.*

Ensure recognition and the consideration of appropriate safeguards to *protect the established residential neighborhoods* located to the north, east/northeast, and southeast of the Sub-Area.

Incorporate *pedestrian spaces and streetscapes* into the project that provide for both active and passive outdoor activities and which also complement and benefit the mix of land uses provided.

Provide appropriate *design guidelines and a coordinated masterplan*, in both architecture and landscape architecture, that creates an integrated, urban environment.

The following specific policies further the above Sub-Goals and are categorically organized here consistent with them:

### **Land Use and Compatibility**

**Policy 1:** Provide for complementary commercial/retail, restaurant, office, and grocery uses in an integrated, mixed-use mid-rise and high-rise building framework.

**Policy 2:** Ensure coordination with the UA Comprehensive Campus Plan as it exists and as it is periodically updated by the University.

**Policy 3:** Allow for the possible incorporation of adjacent Arizona Board of Regents (“ABOR”) lands into the project in the event that UA determines it will enter a public-private partnership. In this event, the UA’s participation is considered in accordance with this Section and with the policies of this Sub-Area 1, such that incorporation of

ABOR lands into the project can occur in conjunction with a rezoning/Planned Area Development application and shall not require a separate plan amendment to the UAP.

- Policy 4:** On-going coordination and interaction is encouraged with University of Arizona regarding its adjacent properties, UA plans for same, and their potential inclusion into the project by way of a public-private partnership or some alternative mechanism.

**Transportation: Vehicular Circulation & Access to Various Modes**

- Policy 1:** Primary vehicular access to and from the site shall occur via Helen Street.
- Policy 2:** Traffic and transportation impacts of the proposed development shall be fully studied at the time of rezoning, and the proposed development shall proceed subject to a Traffic Impact Analysis (TIA) as approved by the City of Tucson Department of Transportation.
- Policy 3:** The developer shall pay its fair share of off-site transportation or traffic improvements necessary to serve the proposed development, the extent of which shall be determined in conjunction with a TIA approved by the City of Tucson Department of Transportation.
- Policy 4:** Parking facilities as required to serve the proposed complement of land uses will be wholly accommodated on-site. Within the rezoning/Planned Area Development process, an individual parking plan shall be allowed reflecting the mixed-use nature of the project and the varying demand times associated with the different uses.

**Coordination with and Protection of Surrounding Neighborhoods**

- Policy 1:** On-going interaction with neighborhood leadership from the surrounding neighborhood associations shall take place so as to insure input and feedback throughout the design and rezoning process.
- Policy 2:** At the time of rezoning, an analysis shall be provided that assesses viewshed impacts and illustrates project visibility from a variety of surrounding vantage points, most notably from those in the existing residential neighborhoods to the north, northeast, east, and southeast.

- Policy 3:** At the time of rezoning, consideration of and provisions for privacy protection shall be given to those outlying neighborhood residents whose properties are visible from the high-rise portion of the project.
- Policy 4:** At the time of rezoning, sun-reflection and shade studies shall be provided as necessary to understand the impacts of the development on nearby residential neighborhoods.
- Policy 5:** At the time of rezoning, an analysis shall be provided as to the impacts, if any, of the proposed high-rise building on helicopter flight paths serving the University Health Sciences Center.

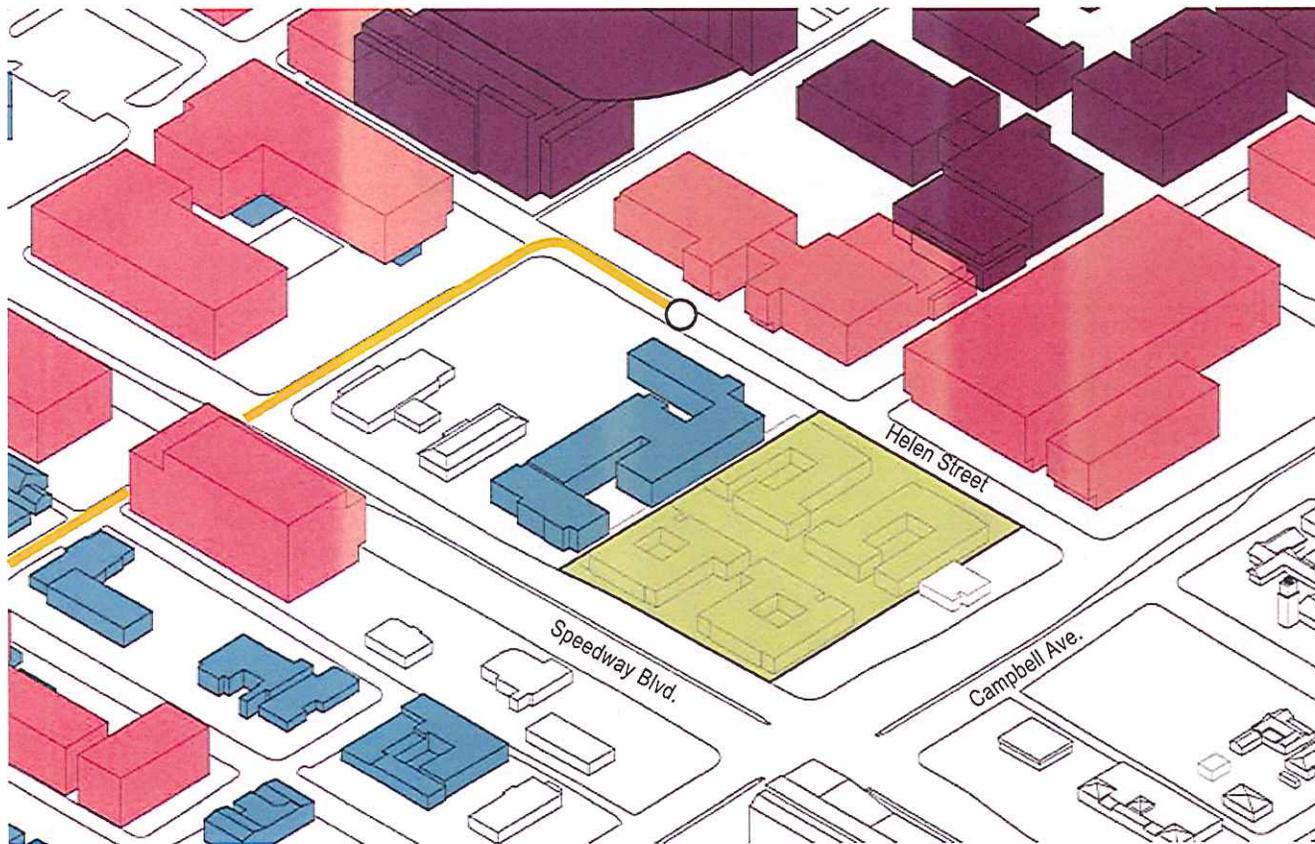
#### **Pedestrian Spaces and Streetscape**

- Policy 1:** Primary building entrances shall be provided from the interior urban/pedestrian spaces or plazas, as well as from the exterior streetscape locations.
- Policy 2:** Efficient and easily-identifiable pedestrian linkages and access shall be provided between the primary building entrances and the Helen Street modern streetcar terminal.
- Policy 3:** The project shall generally provide for a pedestrian-friendly environment that facilitates both the active and passive pedestrian enjoyment of outdoor spaces.
- Policy 4:** The perimeter streetscape along the site's Speedway Boulevard frontage will foster a comfortable, human-scale pedestrian environment and shall provide a contrast to the more intensive, multi-lane arterial character of Speedway Boulevard.
- Policy 5:** The project shall evidence an awareness of the potential need for pedestrian connectivity to the other three corners of the Speedway Boulevard/Campbell Avenue intersection, should those other three corners be redeveloped in a more intensive and densified manner.

#### **Design Guidelines and Design Coordination**

- Policy 1:** Building massing and placement shall be organized so as to provide visual variety and create urban open spaces or plaza areas.
- Policy 2:** Building massing and placement shall be organized so as to provide view penetration into the project from perimeter vantage points.

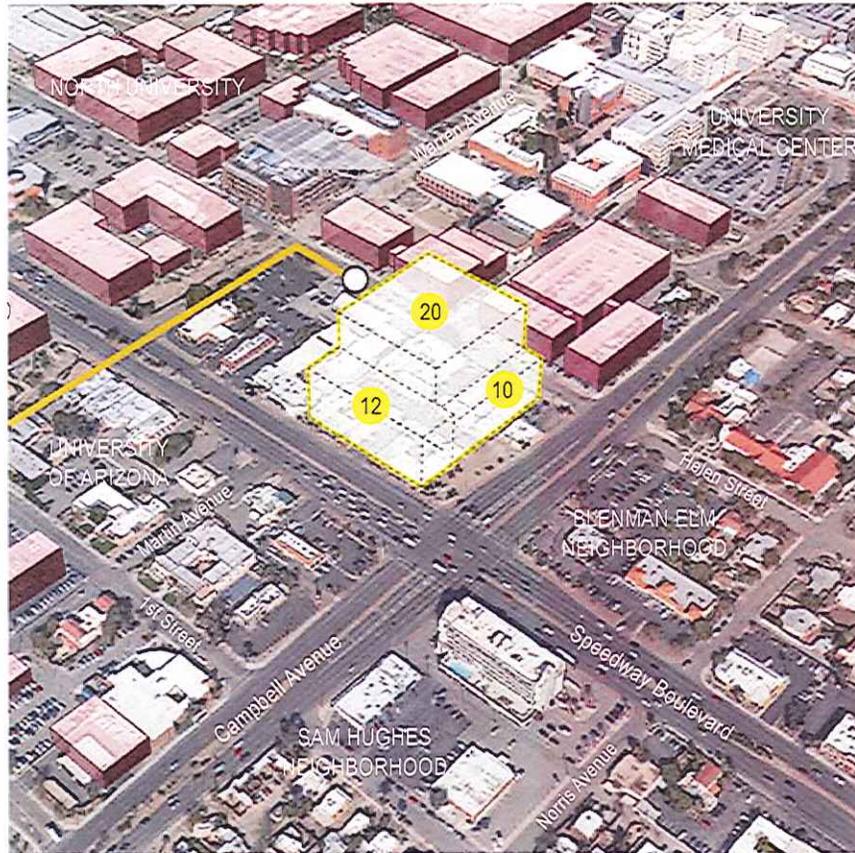
- Policy 3:** Building design and organization shall ensure appropriate transitions (in terms of height and massing), recognize existing project perimeters, interface well with adjacent streets, and generally evidence a sense of proportion with the project's surroundings.
- Policy 4:** Building heights, number of stories, and massing envelopes shall be in accordance with those illustrated on Exhibit 3.G.2.
- Policy 5:** The twenty-story, 250' building height allowance illustrated on Exhibit 3.G.2 shall be limited to no more than 33% of the envelope delineated on the Exhibit.
- Policy 6:** The project shall provide open spaces or plaza areas that provide for a vibrant pedestrian experience and which complement the mix of land uses provided.
- Policy 7:** The project shall evidence an architecture that recognizes and respects the Sonoran Desert environment by addressing climate, consideration of sun angles and shading, and incorporation of sustainable building principles on a high-rise scale.
- Policy 8:** The project design shall evidence a recognition of the specific site conditions, anticipate and provide for connectivity to adjacent uses, both existing and planned, and represent a building profile and form that integrates with this context.
- Policy 9:** The design of building facades should create a sense of human scale and should foster a streetscape environment that is comfortable for the pedestrian.
- Policy 10:** The design of pedestrian spaces, along both the project perimeter and its internal plazas, should incorporate design elements, street furniture, and plant materials that complement the building designs and evidence a coordinated, cohesive design statement for the project.
- Policy 11:** In recognition of existing drainage issues impacting neighborhood areas downstream of Sub-Area 1, a drainage analysis will be prepared at the time of rezoning. In addition to standard measures required by the City of Tucson Floodplain Section, additional methods of containment will be discussed and evaluated to accommodate run-off on-site, including water harvesting features, both passive and active.



**Legend**

- Sub-Area 1
- Existing buildings
- University of Arizona, existing buildings
- UMC, existing buildings
- UA 2009 Comprehensive Campus Plan, proposed massing
- Existing Modern Street Car Route and Terminal

**Transit Oriented Development  
Sub-Area 1 Location  
Exhibit 3.G.1**



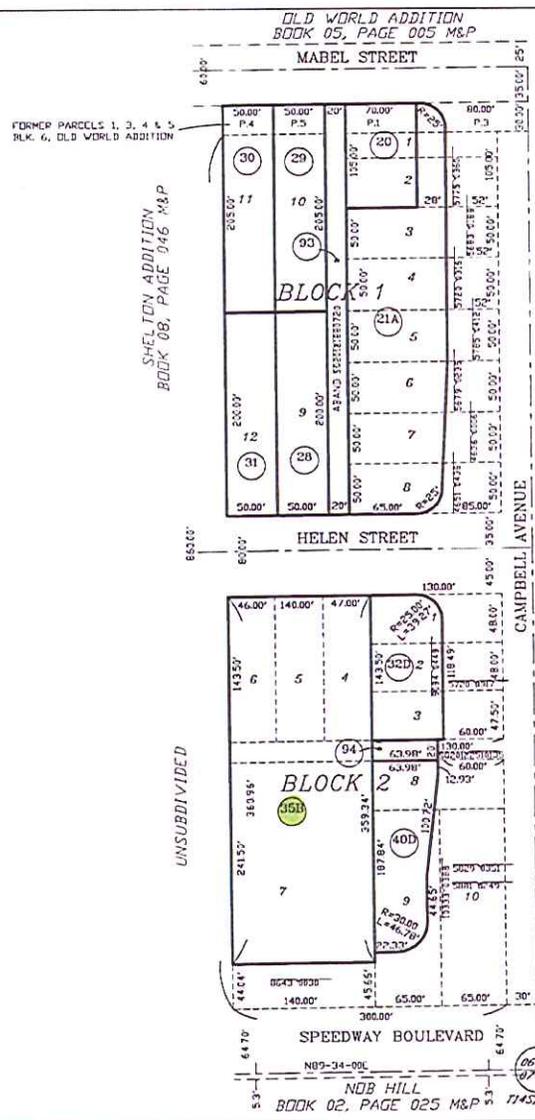
**Legend**

-  Tucson Modern Streetcar Route and Terminal
-  UA 2009 Comprehensive Campus Plan, proposed massing
-  H:250' or 20 Stories
-  H:154' or 12 Stories
-  H:130' or 10 Stories

NOTE: POLICY LIMITATIONS APPLY TO THE UTILIZATION OF THE 20-STORY, 250' HEIGHT EVNVELOPE

**Transit Oriented Development  
Allowable Building Envelopes and Heights  
Sub-Area 1  
Exhibit 3.G.2**

ASSESSOR'S RECORD MAP  
 123-18  
 BARNES ADDITION  
 BLOCKS 001-002



CCS

SEE BOOK 04 PAGE 090 M&P  
 2013-1  
 S06,T14S,R14E  
 \NMP04\04090- 11/02/12  
 0 50 100 150 200  
 FEET



Book-Map-Parcel: 123-18-035B

[Oblique Image](#)

Tax Year:

Tax Area: [0150](#)

**Property Address:**

Street No	Street Direction	Street Name	Location
1815	E	SPEEDWAY BL	Tucson
1816	E	HELEN ST	Tucson

**Taxpayer Information:**

TRIPLE SSS LLC 60% & PALM SHADOWS LLC 40%  
 ATTN: NICOLOSI & FITCH INC  
 5501 N SWAN RD STE 100  
 TUCSON AZ

**Property Description:**

BARNES LOTS 4 5 6 & LOT 7 EXC S45.66' & W140'  
 ABANDONED ALLEY BLK 2

65718-5445

	2014				2015			
	LEGAL CLASS	VALUE	ASMT RATIO	ASSESSED VALUE	LEGAL CLASS	VALUE	ASMT RATIO	ASSESSED VALUE
LAND FCV	Res Other (4)	\$227,403	10.0	\$22,740	Res Other (4)	\$227,403	10.0	\$22,740
IMPR FCV	Res Other (4)	\$1,292,597	10.0	\$129,260	Res Other (4)	\$1,292,597	10.0	\$129,260
TOTAL FCV	Res Other (4)	\$1,520,000	10.0	\$152,000	Res Other (4)	\$1,520,000	10.0	\$152,000
LIMITED VALUE	Res Other (4)	\$1,520,000	10.0	\$152,000	Res Other (4)	\$1,520,000	10.0	\$152,000

The 2016 valuation shown above was set pursuant to Arizona Law. Had this not been in effect your value would have been \$1,976,000. Please file an appeal if you would like your 2016 value to reflect \$1,976,000.

[Click here for Appeal form.](#)

**Property Information:**

Section: 6  
 Town: 14.0  
 Range: 14.0E  
 Map & Plat: 4/90  
 Block: 002  
 Tract:  
 Rule B District: 10  
 Land Measure: 50422.00F  
 Group Code:  
 Census Tract: 600  
[Use Code:](#) 0376 (APARTMENTS 100+ UNITS 2 STORY )  
 File Id: 1  
 Date of Last Change: 1/27/2011

**Commercial Characteristics:**

SEQ-SECT	Construct. Year	Model	IPR	Sqft.	RCN	RCNLD	Model Description
<a href="#">001-001</a>	1962	035 3	0000000	2880	\$231,199	\$102,144	
<a href="#">002-001</a>	1962	035 3	0000000	6510	\$496,625	\$219,409	
<a href="#">003-001</a>	1962	035 3	0000000	5022	\$388,252	\$171,530	
<a href="#">004-001</a>	1962	035 3	0000000	8618	\$650,149	\$287,236	
<a href="#">005-001</a>	1962	035 3	0000000	5580	\$428,895	\$189,486	
<a href="#">006-001</a>	1962	035 3	0000000	7564	\$573,385	\$253,321	
<a href="#">007-001</a>	1962	035 3	0000000	2880	\$240,506	\$106,256	
<a href="#">008-001</a>	1962	035 3	0000000	4898	\$379,219	\$167,539	
<a href="#">009-001</a>	1962	290 3	0000000	0	\$216,952	\$80,706	

**Valuation Area:**

Condo Market: 60  
 DOR Market: 6  
 MFR Neighborhood: UN\_SAM\_HUGHES  
 SFR Neighborhood: 01009301  
 SFR District: 13

**Recording Information:**

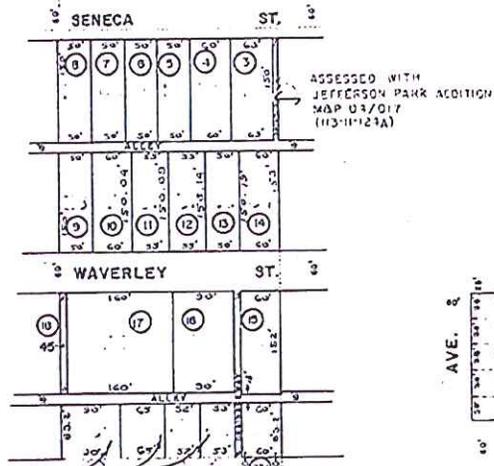
Sequence No.	Docket	Page	Date Recorded	Type
98012464	10718	2449	1998-01-23	
0	8643	30	1989-10-16	

# ASSESSOR'S RECORD MAP

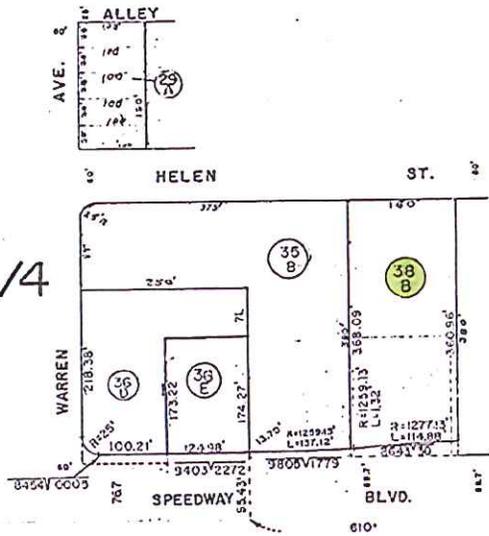
123-10  
2/2

## SECTION 6, TOWNSHIP 14 SOUTH, RANGE 14 EAST

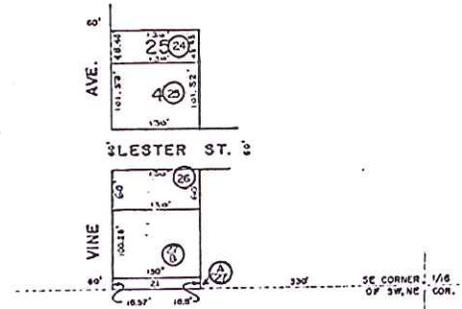
### DETAILS No. 1, 2, & 3



PARCELS ASSESSED IN PONDEROSA ADDITION BLK. 1, TAX-CODE 123-11  
 DETAIL NO. 1  
 NE 1/4 SW 1/4 NE 1/4



DETAIL NO. 3  
 PT. SE 1/4 SE 1/4



DETAIL NO. 2



2009-1

C.O.T.  
 PROJECT

14140000  
 SCANNED

925(3)

Book-Map-Parcel: 123-10-038B [Oblique Image](#) Tax Year: Tax Area:[0150](#)

**Property Address:**

Street No	Street Direction	Street Name	Location
1801	E	SPEEDWAY BL	Tucson
1802	E	HELEN ST	Tucson

**Taxpayer Information:**

TRIPLE SSS LLC60% & PALM SHADOWS LLC 40%  
 ATTN: NICOLOSI & FITCH INC  
 5501 N SWAN RD STE 100  
 TUCSON AZ

**Property Description:**

SLY CTRL PTN SE4 SE4 SE4 1.33 AC  
 SEC 6-14-14

85718-5445

Valuation Data:								
	2014				2015			
	LEGAL CLASS	VALUE	ASMT RATIO	ASSESSED VALUE	LEGAL CLASS	VALUE	ASMT RATIO	ASSESSED VALUE
LAND FCV	Res Other (4)	\$262,058	10.0	\$26,206	Res Other (4)	\$262,058	10.0	\$26,206
IMPR FCV	Res Other (4)	\$1,257,942	10.0	\$125,794	Res Other (4)	\$1,257,942	10.0	\$125,794
TOTAL FCV	Res Other (4)	\$1,520,000	10.0	\$152,000	Res Other (4)	\$1,520,000	10.0	\$152,000
LIMITED VALUE	Res Other (4)	\$1,520,000	10.0	\$152,000	Res Other (4)	\$1,520,000	10.0	\$152,000

The 2015 valuation shown above was set pursuant to Arizona Law. Had this not been in effect your value would have been \$1,976,000. Please file an appeal if you would like your 2015 value to reflect \$1,976,000.

[Click here for Appeal form.](#)

**Property Information:**

Section: 6  
 Town: 14.0  
 Range: 14.0E  
 Map & Plat: /  
 Block:  
 Tract:  
 Rule B District: 10  
 Land Measure: 58106.00F  
 Group Code:  
 Census Tract: 600  
[Use Code:](#) 0376 (APARTMENTS 100+ UNITS 2 STORY )  
 File Id: 1  
 Date of Last Change: 1/27/2011

**Commercial Characteristics:**

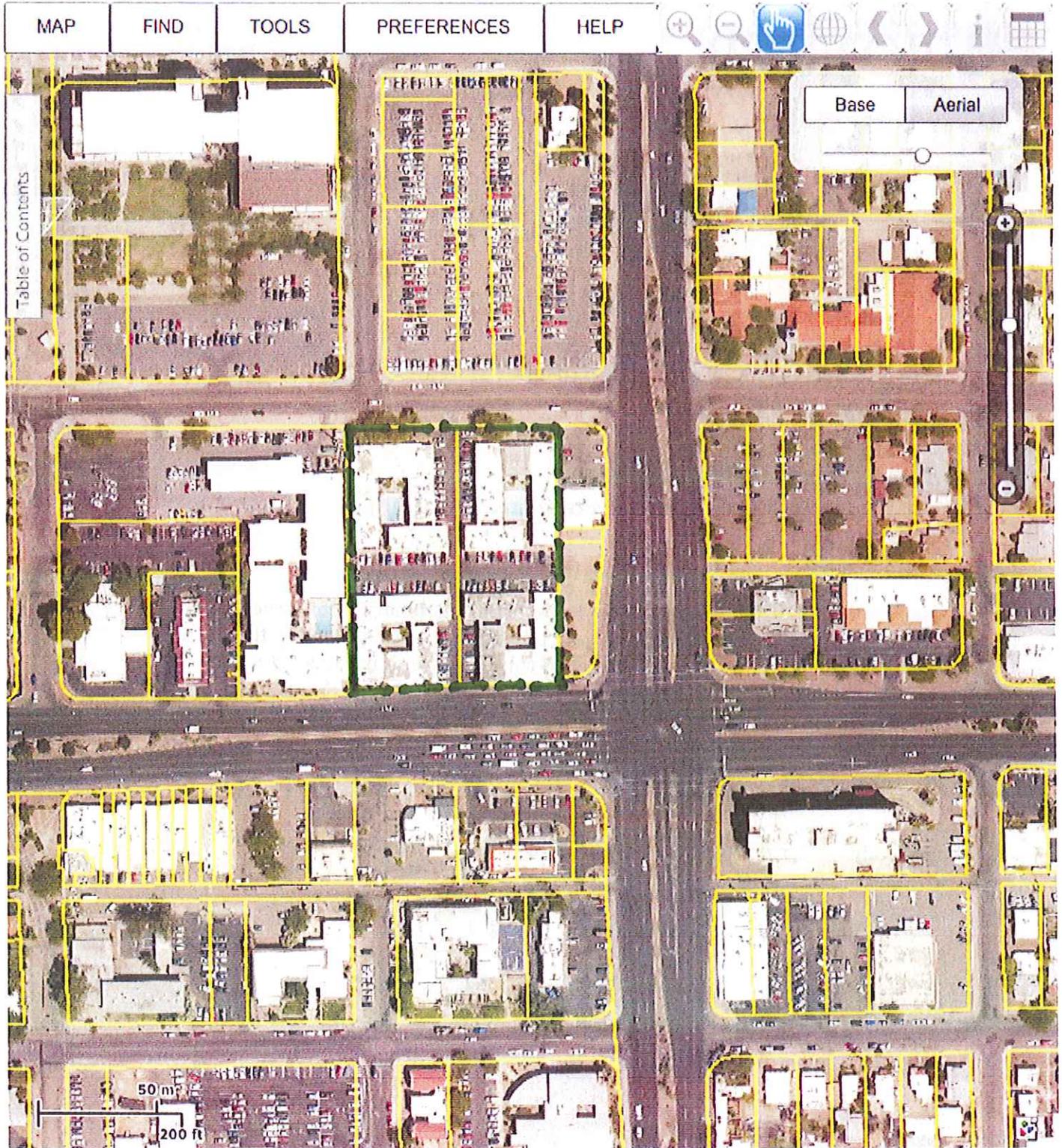
SEQ-SECT	Contract. Year	Model	IPR	Sqft.	RCN	RCNLD	Model Description
<a href="#">001-001</a>	1962	290 3	0000000	0	\$257,958	\$95,960	
<a href="#">002-001</a>	1962	035 3	0000000	2880	\$240,840	\$106,403	
<a href="#">003-001</a>	1962	035 3	0000000	8680	\$678,455	\$299,741	
<a href="#">004-001</a>	1962	035 3	0000000	6510	\$515,171	\$227,603	
<a href="#">005-001</a>	1962	035 3	0000000	5022	\$403,202	\$178,135	
<a href="#">006-001</a>	1962	035 3	0000000	2880	\$240,840	\$106,403	
<a href="#">007-001</a>	1962	035 3	0000000	7564	\$594,478	\$262,640	
<a href="#">008-001</a>	1962	035 3	0000000	4898	\$393,669	\$174,011	
<a href="#">009-001</a>	1962	035 3	0000000	5580	\$445,192	\$196,686	

**Valuation Area:**

Condo Market: 60  
 DOR Market: 6  
 MFR Neighborhood: UN\_SAM\_HUGHES  
 SFR Neighborhood: 01009301  
 SFR District: 13

**Recording Information:**

Sequence No.	Docket	Page	Date Recorded	Type
98012464	10718	2449	1998-01-23	
0	8643	30	1989-10-16	



Active Tool: Pan

X-Coord: 1001220.75 Y-Coord: 451840.33



34-09 Queens Blvd. 3rd Floor  
Long Island City, NY 11101  
T: 718.482.0700  
F: 718.482.1380  
www.firstpioneerproperties.com

May 16, 2014

Mr. John Beall, Principal Planner  
CITY OF TUCSON PLANNING & DEVELOPMENT SERVICES DEPARTMENT  
201 N. Stone Avenue - 2<sup>nd</sup> Floor  
Tucson, AZ 85701

**RE: LETTER OF AUTHORIZATION  
Request to Amend the University Area Plan (UAP)**

Dear Mr. Beall:

I hereby authorize Mr. Jim Portner of Projects International, Inc. to serve as our agent/representative in applying for and processing an amendment to the University Area Plan (UAP) as it relates to our 2.49-acre property located near the northwest corner of Speedway Boulevard @ Campbell Avenue. Specifically, the subject site is our Palm Shadows Apartments property, which is comprised of Tax Parcel Nos. 123-10-038B and 123-18-035B.

Please contact me should you have any questions.

Sincerely,

---

Suresh Sani, Manager  
Triple SSS, LLC  
c/o First Pioneer Properties, Inc.



CITY OF TUCSON  
 PLANNING & DEVELOPMENT SERVICES DEPARTMENT  
**PLAN AMENDMENT FEE CALCULATION \*\*\*ESTIMATE\*\*\***  
 (SEE ADMINISTRATIVE MANUAL, SECTION 4-01.0.0 Development Review Fee Schedule)

Applicant's Name & Phone Number: Jim Portner

Name of Plan Amendment: University Area Plan

Project Location & Tax Code: Speedway and Campbell (NW CRNR)

Desired Land Use & Zoning: PAD

1. STAFF REVIEW - \$550 or 40% of the staff review fee that would be required for a rezoning case, whichever is greater \$9060.00

See Development Standard No. 1-05.2.20A (Rezoning Fees Initial Application) **001-174-8602-80**

Rezoning 2.96 acres to PAD zone

Base Fee ..... \$22,000.00

\$220.00 per acre X 2.96 acres ..... + \$651.00

= \$22651.00

x .40

Enter the greater of \$550 or this number on Line 1

\$9060.00

2. LEGAL ADVERTISEMENTS FOR TWO PUBLIC HEARINGS (Planning Commission and Mayor and Council) ..... **001-174-8602-10** \$550.00

3. NOTIFICATION LABELS FOR TWO PUBLIC HEARINGS (Planning Commission and Mayor and Council) ..... **001-174-8602-01** + \$440.00

4. RESOLUTION DISPLAY AD ..... **001-174-8602-15** + \$126.50

5. MICROFILMING ..... **001-174-8602-25** + \$ 16.50

6. PLAN AMENDMENT FEE (add items 1 through 5) ..... = \$10193.00

7. IF APPLICABLE, SUBTRACT \$220 PAID FOR LABELS FOR PREAPPLICATION NEIGHBORHOOD MEETING (SEE NOTE ABOVE) ..... (-) \$220.00

Date of issuance of labels for preapplication neighborhood meeting: \_\_\_\_\_

Date of submittal of Plan Amendment application: \_\_\_\_\_

8. PLAN AMENDMENT FEE IF ITEM 7 APPLIES (Subtract item 7 from Item 6) ..... \$ 9,973.00

9. RECEIPT NUMBER \_\_\_\_\_

Entity: Palm Shadows Apartments

Vendor: CITY OF TUCSON

Account: PALM SHADOWS JOINT VENTURE/ FIR

Bank Account:

Date: 5/2/2014 Check #: 002599 Amount: 9,973.00

Vendor #	Invoice #	Date	Acct No	Reference	Amount	Discount	Net
25141	5/2/14	5/2/2014	6750-	5/14	9,973.00	0.00	9,973.00

Retain this statement for your records

THE FACE OF THIS DOCUMENT HAS MICROPRINTING. DO NOT CASH IF MISSING. THE BACKGROUND WILL EXPOSE A HIDDEN VOID WHEN PHOTOCOPIED.

PALM SHADOWS JOINT VENTURE/ FIR  
34-09 QUEENS BLVD  
LONG ISLAND CITY, NY 11101

JP MORGAN CHASE BANK  
1411 BROADWAY  
NEW YORK, NY 10018

1-2  
210

Date  
5/2/2014

Check No.  
002599

Check Amount  
9,973.00

Nine Thousand Nine Hundred Seventy Three AND 00/100 Dollars

Pay to the order of:

CITY OF TUCSON

VOID IF NOT CASHED WITHIN 90 DAYS WITHIN DATE OF ISSUE

**CITY OF TUCSON  
PLANNING AND DEVELOPMENT SERVICES DEPARTMENT  
PRESUBMITTAL NEIGHBORHOOD MEETING - PLAN AMENDMENTS  
TIMELINES AND CERTIFICATION OF MAILING**

**PART 1 -- DATE MAILING LABELS WERE GENERATED** (to be filled out by staff)

Plan amendment file name and number: \_\_\_\_\_

Date mailing labels were generated: \_\_\_\_\_

Date that is 60 calendar days after mailing labels were generated: \_\_\_\_\_

**PART 2 -- CERTIFICATION OF MAILING** (to be filled out by applicant and returned to staff with the application)

I hereby certify that I mailed the meeting notices to everyone on the mailing list on

APRIL 24, 2014, for the neighborhood meeting that was held on

(date of mailing)

MAY 8, 2014

(date of neighborhood meeting)

[Signature]  
(signature of applicant/applicant's agent)

4/25/14  
(date signed)

JIM PORTNER, APPLICANT/OWNER'S AGENT

**PART 3 -- TIMELINE CHECKS** (to be filled out by staff)

Date of Neighborhood Meeting: \_\_\_\_\_

Time period that is 15 to 60 days after the neighborhood meeting was held:  
\_\_\_\_\_

Date application was submitted: \_\_\_\_\_

Was the application submitted between 15 and 60 days after the neighborhood meeting was held?

\_\_\_\_\_  
(yes or no)

If the application was submitted within the specified time frame, the timeline provisions of the *Land Use Code* have been satisfied. If the application was not submitted within the specified time frame, staff will advise you how to proceed.

F:\Sharedir\UPDfiles\PIAmnts\GENERAL\Forms\_Applicants\Info\_PA\_Applicants0512.doc



LAW OFFICES OF

**Lazarus, Silvyn & Bangs, P.C.**

A PROFESSIONAL CORPORATION

**TO:** Nearby Property Owners and Registered Neighborhood Association Leadership

**FROM:** Keri Silvyn, Lazarus, Silvyn & Bangs P.C.

**DATE:** April 24, 2014

**RE:** **Proposed Plan Amendment to the University Area Plan  
Special Area District to be Located at 1815 E. Speedway Boulevard**

The purpose of this mailing is to notify you of an informational meeting that we've scheduled to allow you and your neighbors to learn more about a proposed request to amend the University Area Plan. This request pertains to the planned redevelopment of the northwest corner of Speedway Boulevard and Campbell Avenue. The meeting will take place as follows:

**Thursday, May 8, 2014**

**6:15 PM to 7:45 PM**

**Our Saviour's Lutheran Church – Koch Chapel**

**1200 N. Campbell Avenue (one block north of Speedway Boulevard)**

**The Koch Chapel is located at the southwest corner of the church campus. We recommend using the church parking lot located at the southeast corner of Helen Street & Campbell Avenue, then crossing Helen Street to enter the chapel.**

You are receiving this invitation because the City of Tucson has identified you as a property owner or a neighborhood association officer near the subject property of this plan amendment request. The property in question is the current site of the Palm Shadows Apartments. The owner intends to ultimately create a master plan for, and redevelop the property as a mixed-use project featuring residential and commercial components in conjunction with a new grocery store.

A crucial step in accomplishing this goal is amending the University Area Plan, which is the neighborhood plan that applies to the subject property. This amendment would formally establish a special-area district on the property and outline a series of specific policies and performance standards that must be met by the development. At this meeting we will make a complete presentation on our proposed plan amendment and provide plenty of time and opportunity for questions. We will not submit the plan amendment application to the City until after this meeting and the identification of important neighborhood issues.

If the amendment to the University Area Plan is approved by the Mayor & Council, a rezoning would then be required, at which time the owner must present a detailed plan of site development and architectural concepts, as well as analyze and address all of the impacts (traffic, views, etc.) associated with the project.

All adjacent property owners and neighborhood associations may submit written comments to the director of the City's Planning & Development Services Department (PDSD) prior to any future public hearings. You may also attend any public hearing to deliver your comments in person. You will receive separate notices directly from the City for any future public hearings. If you'd like to speak personally with someone at the City on this matter, please feel free to call Mr. John Beall directly at 837-6966.

Thank you for your time and I look forward to seeing you at the May 8<sup>th</sup> neighborhood meeting. If you have any questions before the meeting, you can reach me at 520-207-4464 or [ksilvyn@lsblandlaw.com](mailto:ksilvyn@lsblandlaw.com).

# # #



12307102C  
OUR SAVIOUR S EVANGELICAL LUTHERAN  
CHURCH  
1200 N CAMPBELL AVE  
TUCSON AZ 85719

12318021A  
ARIZONA BOARD OF REGENTS  
1125 N VINE AVE STE 103  
PO BOX 210416  
TUCSON AZ 85721

12307101A  
OUR SAVIOURS EVANGELICAL LUTHERAN  
CHURCH  
1200 N CAMPBELL AVE  
TUCSON AZ 85719

123070990  
OUR SAVIOURS EVANGELICAL LUTHERAN  
CHURCH  
1200 N CAMPBELL AVE  
TUCSON AZ 85719

123071030  
OUR SAVIORS EVANGELICAL LUTHERAN CHURCH  
1200 N CAMPBELL AVE  
TUCSON AZ 85719

12307109A  
OUR SAVIOUR S EVANGELICAL LUTHERAN  
CHURCH INC  
1200 N CAMPBELL AVE  
TUCSON AZ 85719

12318035B  
TRIPLE SSS LLC 60% & PALM SHADOWS LLC 40%  
ATTN: NICOLOSI & FITCH INC  
5501 N SWAN RD STE 100  
TUCSON AZ 85718

12310038B  
TRIPLE SSS LLC60% & PALM SHADOWS LLC 40%  
ATTN: NICOLOSI & FITCH INC  
5501 N SWAN RD STE 100  
TUCSON AZ 85718

12310036D  
FIRST INTERSTATE BANK OF AZ NA  
ATTN: THOMSON REUTERS PROPERTY TAX SVC  
PO BOX 847  
CARLSBAD CA 92018

12307283A  
ACEDO FEDERICO VINCENT  
ATTN: MITCHELL TONEY  
PO BOX 519  
RILLITO AZ 85654

12310036E  
H I M CORPORATION  
ATTN: MC DONALDS - DAVID SCHMIDLE  
5049 E BROADWAY BLVD STE 125  
TUCSON AZ 85711

12307291B  
ROMBRO-BUSINESS LLC  
ATTN: BOSTON MARKET PROPERTY ADMIN  
14103 DENVER WEST PKWY  
LAKEWOOD CO 80401

12307294C  
MALISEWSKI ENTERPRISES  
PO BOX 18415  
TUCSON AZ 85731

12504079B  
STARWOOD TUCSON REALTY LLC  
ATTN: DUCHARME MCMILLEN & ASSOC  
8440 ALLISON POINTE BLVD STE 300  
INDIANAPOLIS IN 46250

12402010A  
SOUTHLAND CORPORATION  
ATTN: TAX DEPT # 17766  
PO BOX 711  
DALLAS TX 75221

12402005B  
OSTROY IRVING & SHIRLEY & EDBERG MORT &  
WARNE THOMAS W  
876 E UNIVERSITY BLVD  
TUCSON AZ 85719

12402011A  
VAM REALTY LTD PRTRNSHP & SUNTREADER  
DEVELOPMENT INC & MILLER ANTOINETTE  
PO BOX 64605  
TUCSON AZ 85728

12402003B  
DJM REALTY LP  
4922 E GARRISON CT  
TUCSON AZ 85712

12402017A  
SADEGHI JALAL & BETTERIDGE ANNE H  
5320 N CAMPBELL AVE  
TUCSON AZ 85718

12402018A  
SCHOEN RICHARD E  
PO BOX 3991  
SHOW LOW AZ 85902

12402019B  
MILLER ANTOINETTE LOUISE REVOC LIVING TR  
PO BOX 40403  
TUCSON AZ 85717

12402020A  
MYERSON VICTORIA ANN TR  
PO BOX 64605  
TUCSON AZ 85728

12402022A  
AML INVESTMENTS  
PO BOX 64605  
TUCSON AZ 85728

12402023B  
VAM REALTY LIMITED PARTNERSHIP  
PO BOX 64605  
TUCSON AZ 85728

12504084B  
CITY OF TUCSON  
.  
. 00000

12402009D  
MAVIN CAPITAL LLC  
6363 CHRISTIE AVE APT 2925  
EMERYVILLE CA 94608

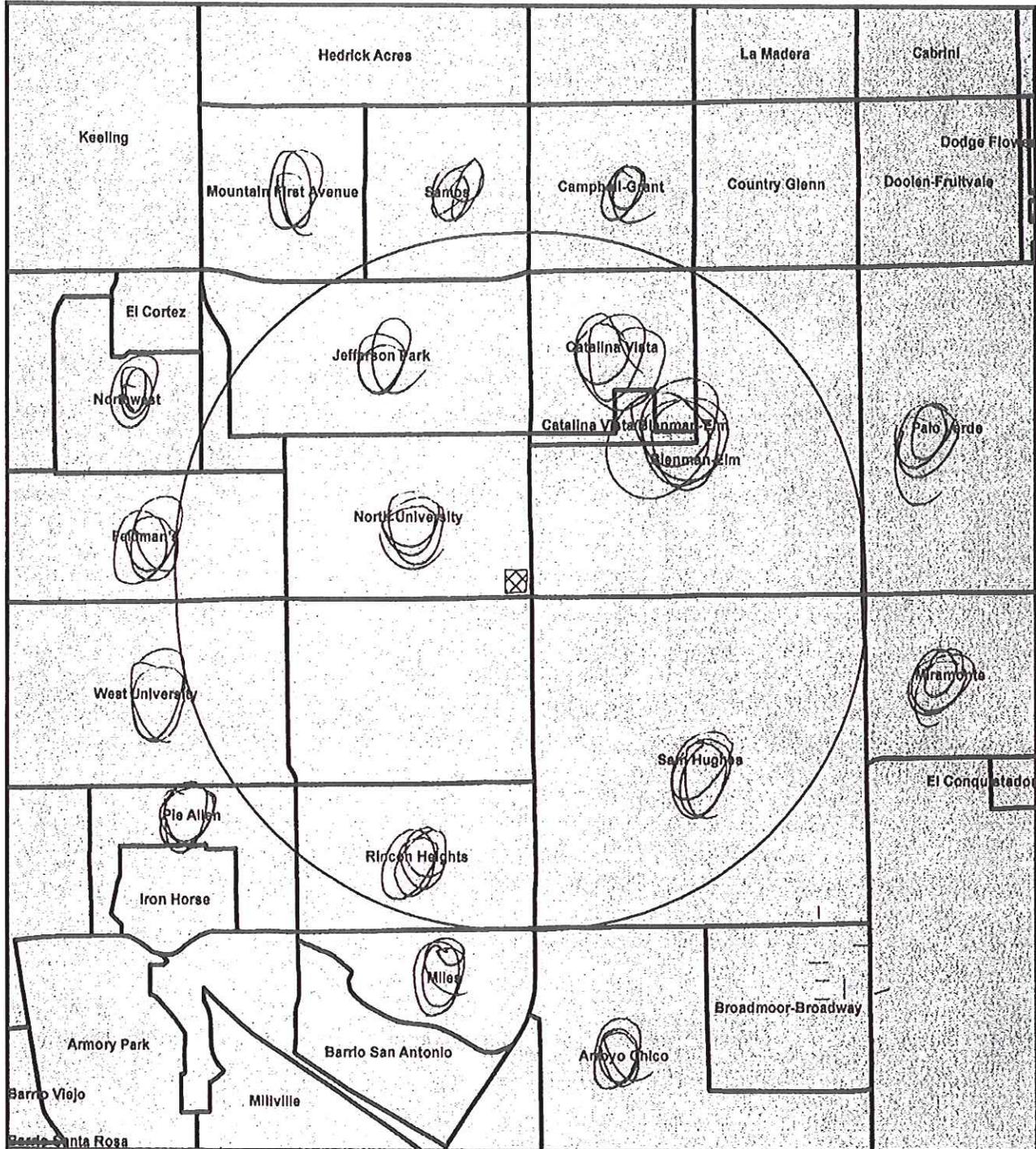
12402008A  
UPSILON ALPHA BUILDING CORP INC  
ATTN: VINSON J SAN ANGELO  
6817 E VIA VIGNA  
TUCSON AZ 85750

12402034F  
ALPHA CHI OMEGA NATIONAL HOUSING CORP  
5939 CASTLE CREEK PKWY N DR  
INDIANAPOLIS IN 46250

12402034D  
TUCSON DELTA CHI ALUMNI BOARD  
ATTN: MIKE WOOLBRIGHT  
13401 GOLDENWEST ST  
WESTMINSTER CA 92683

1801 Speedway PA created 4/8/2014  
Expires 6/8/2014

# Speedway Blvd / Campbell Ave Plan Amendment



Plan Amendment Site



T14PRE0020\_4buffer\_1mile



Address: 1801 E. Speedway Boulevard  
Base Maps: Sec.6 T.14 R.14  
Ward: 6

0 500

Feet

1 inch = 2,333.333333 feet



Jonathan Rothschild  
Mayor  
255 W. Alameda ST  
Tucson, AZ 85701

Les Pierce  
N.A.-Arroyo Chico  
2727 E. Beverly Drive  
Tucson, AZ 85716

Les Pierce  
N.A.-Arroyo Chico  
2727 E. Beverly Drive  
Tucson, AZ 85716

Alice Roe  
N.A.-Blenman-Elm  
P.O. Box 42092  
Tucson, AZ 85733

Linda Phelan  
N.A.-Blenman-Elm  
P.O. Box 42092  
Tucson, AZ 85733

Steve Morrison  
N.A.-Blenman-Elm  
P.O. Box 42092  
Tucson, AZ 85733

Bill Halvorson  
N.A.-Campbell/Grant Northeast  
2010 E Conner Strav  
Tucson, AZ 85719

Bill Halvorson  
N.A.-Campbell/Grant Northeast  
2010 E Conner Strav  
Tucson, AZ 85719

Chris Janton  
N.A.-Campbell/Grant Northeast  
2202 E Towner  
Tucson, AZ 85719

Colette Altaffer  
N.A.-Catalina Vista  
35 N Sierra Vista Dr  
Tucson, AZ 85719

Alison Hughes  
N.A.-Catalina Vista  
2223 E Edison  
Tucson, AZ 85719

Dan Schnoll  
N.A.-Catalina Vista  
2215 E Edison St.  
Tucson, AZ 85719

Lisa Romero  
N.A.-Feldman's  
1249 N 3rd Ave  
Tucson, AZ 85705

Sarah Harris  
N.A.-Feldman's  
1217 N 1st Ave  
Tucson, AZ 85705

Dean Knuth  
N.A.-Feldman's  
227 E Helen St  
Tucson, AZ 85705

Joan Hall  
N.A.-Jefferson Park  
1441 E Edison St  
Tucson, AZ 85719

Joan E. Daniels  
N.A.-Jefferson Park  
1519 E Edison St.  
Tucson, AZ 85719

Bob Schlanger  
N.A.-Jefferson Park  
1001 E Edison St  
Tucson, AZ 85719

Peter Norback  
N.A.-Miles  
1428 E Miles  
Tucson, AZ 85719

Andrew Hayes  
N.A.-Miles  
Tucson, AZ

Marilyn Russell  
N.A.-Miramonte  
3437 E Bunell St.  
Tucson, AZ 85716

Michael Anglin  
N.A.-Miramonte  
610 N Camino Miramonte  
Tucson, AZ 85716

Richard Alexander  
N.A.-Miramonte  
3605 E. 3rd St.  
Tucson, AZ 85716

Axel Gudenkauf  
N.A.-Mountain First Avenue  
Tucson, AZ

Rodney Frable  
N.A.-Mountain First Avenue  
2671 N Santa Rita Ave  
Tucson, AZ 85719

Ron Proctor  
N.A.-Mountain First Avenue  
Tucson, AZ

Grace E. Rich  
N.A.-North University  
1340 N. Santa Rita  
Tucson, AZ 85719

Peter Van Peenen  
N.A.-North University  
1221 N. Mountain Ave  
Tucson, AZ 85719

Elisabeth Morgan  
N.A.-North University  
1315 E. Mabel St.  
Tucson, AZ 85719

James Krepps  
N.A.-Northwest  
315 E Elm St  
Tucson, AZ 85705

Armando Vargas Jr  
N.A.-Northwest  
604 E Elm St.  
Tucson, AZ 85705

Otto Krepps  
N.A.-Northwest  
315 E Elm St.  
Tucson, AZ 85705

Val Schaffer  
N.A.-Palo Verde  
3513 E Willard St  
Tucson, AZ 85716

Candice Filipek  
N.A.-Palo Verde  
3113 E Lester  
Tucson, AZ 85716

Ronni Kotwica  
N.A.-Palo Verde  
3230 E Seneca  
Tucson, AZ 85716

Pat Homan  
N.A.-Pie Allen  
850 E. 7th St  
Tucson, AZ 85719

Nancy Robins  
N.A.-Pie Allen  
801 E 7th St  
Tucson, AZ 85719

Barbara Homan  
N.A.-Rincon Heights  
1619 E 8th St  
Tucson, AZ 85719

Colby Henley  
N.A.-Rincon Heights  
Tucson, AZ

Marks S. Homan  
N.A.-Rincon Heights  
Tucson, AZ

John S O'Dowd  
N.A.-Sam Hughes  
2819 E. Lisbon Pl  
Tucson, AZ 85716

Carolyn Classen  
N.A.-Sam Hughes  
2413 E 4th St.  
Tucson, AZ 85719

Rick Bell  
N.A.-Sam Hughes  
Tucson, AZ 85719

Carl Noggle  
N.A.-Samos  
1415 E Spring St.  
Tucson, AZ 85719

Noshene Ranjbar, M.D.  
N.A.-Samos  
1643 E Mitchell St.  
Tucson, AZ 85719

Ann Rose Dichov  
N.A.-Samos  
1633 E Silver St.  
Tucson, AZ 85719

Richard Mayers  
N.A.-West University  
PO Box 42825  
Tucson, AZ 85733

Jim Glock  
N.A.-West University  
P.O. Box 42825  
Tucson, AZ 85733

Chris Gans  
N.A.-West University  
P.O. Box 42825  
Tucson, AZ 85733

Karin Uhlich  
Ward 3  
1510 East Grant Rd  
Tucson, AZ 85719

Richard Fimbres  
Ward 5  
4300 S. Park Av  
Tucson, AZ 85714

Steve Kozachik  
Ward 6  
3202 E. 1st St  
Tucson, AZ 85716

The Speedway & Campbell Gateway Project  
in Tucson, Arizona

**Formal Neighborhood Meeting  
for a Proposed Amendment  
to the University Area Plan**



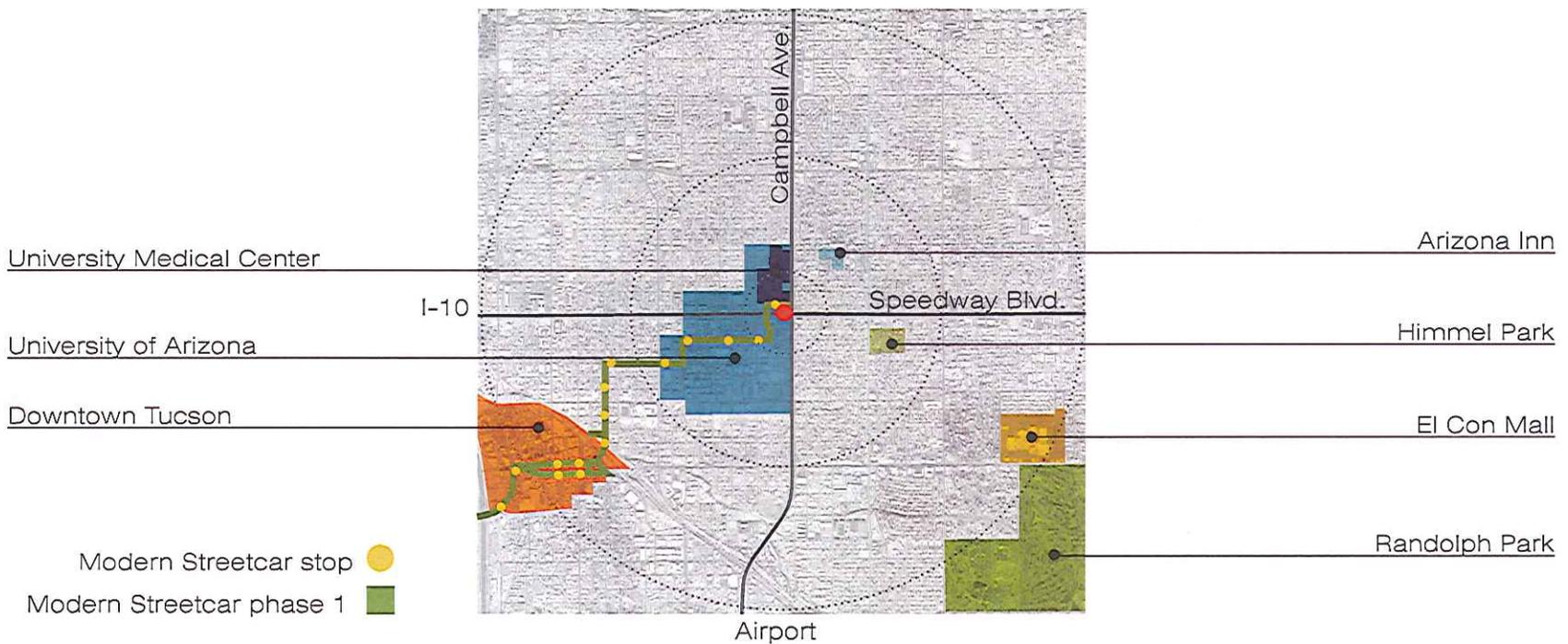
Conceptual Design Progress Presentation  
with Rick Joy Architects + Consultant Team + Shenkarow Realty Advisors

May 8, 2014

# **Speedway & Campbell Gateway Project Experience**

Gateway to the University and the City of Tucson

- Gateway to the City of Tucson and University of Arizona
- The University of Arizona + City of Tucson + Private Partners
- Mixed-Use : Grocery Store, Retail, U of A and Private Offices, Residences
- Transit Oriented Hub: Public Transportation + Parking Garage at the Eastern End of the Modern Streetcar
- Increase the lifestyle value for the neighborhoods



Arizona Inn



Randolph Park



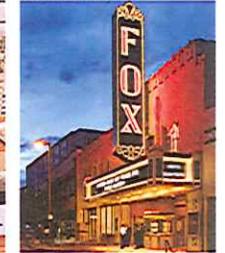
Arizona Inn



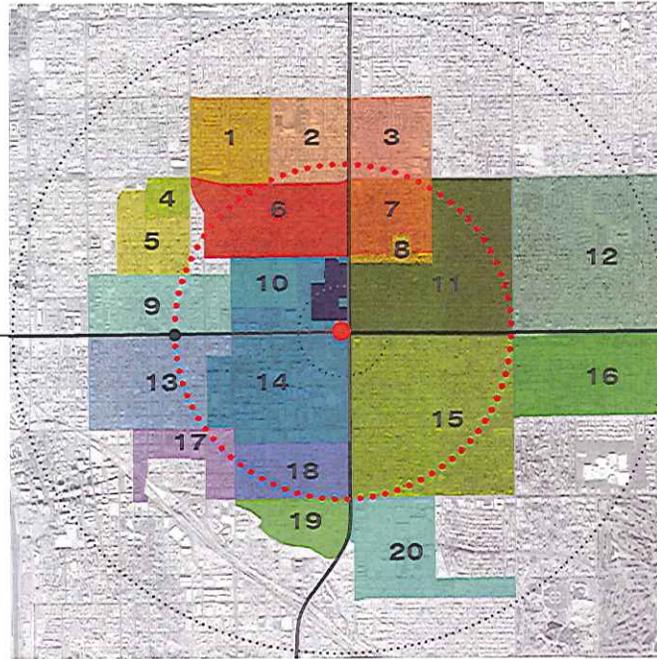
University of Arizona



Fox Theater



1 Mile Radius  
Plan Amendment Notification Area  
by City of Tucson



- 1 Mountain First Avenue
- 2 Samos
- 3 Campbell Grant
- 4 El Cortez
- 5 Northwest
- 6 Jefferson Park
- 7 Catalina Vista
- 8 Catalina Vista / Blenman Elm
- 9 Feldman's
- 10 North University
- 11 Blenman Elm
- 12 Paolo Verde
- 13 West University
- 14 University of Arizona
- 15 Sam Hughes
- 16 Miramonte
- 17 Pie Allen
- 18 Rincon Heights
- 19 Miles
- 20 Arroyo Chico

University of Arizona



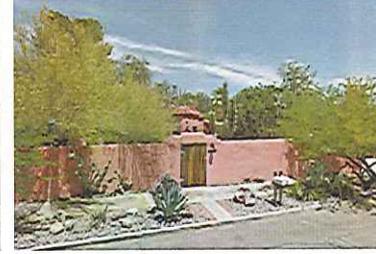
Blenman Elm neighborhood



Catalina Vista Neighborhood



Jefferson Park Neighborhood



Sam Hughes neighborhood



Speedway / Campbell intersection =  
3rd busiest intersection in Tucson

major road arteries   
major road arteries :   
Speedway Blvd,  
Campbell Ave and I-10



E. Grant Rd.

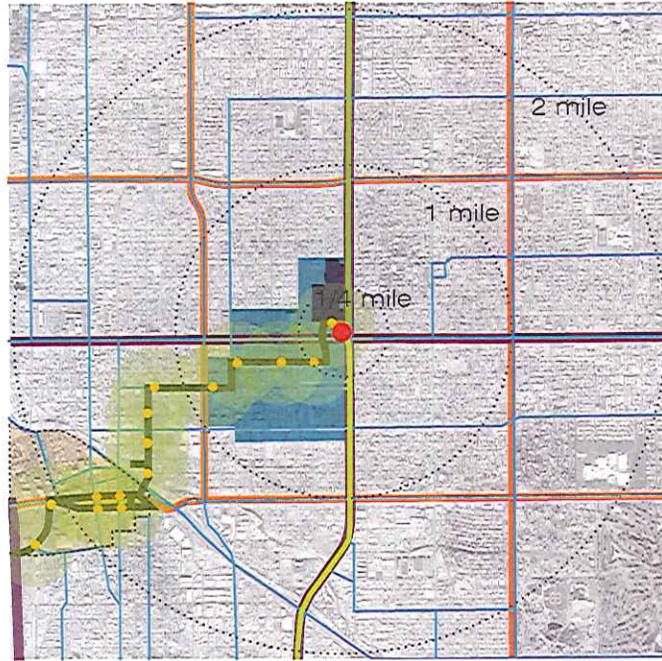
E. Speedway Blvd.

E. Broadway Blvd.

N. Euclid Ave. N. Campbell Ave. N. Country Club Rd.

Speedway Campbell intersection





1/4 mile walking radius

Modern Streetcar stop

Modern Streetcar phase 1

Modern Streetcar phase 2 (to foothills)

Modern Streetcar phase 3 (to airport)

Sun Tran bus route

modern streetcar, Tucson



Sun Tran hybrid bus, Tucson



Modern Streetcar, Seattle



downtown bus station, Tucson



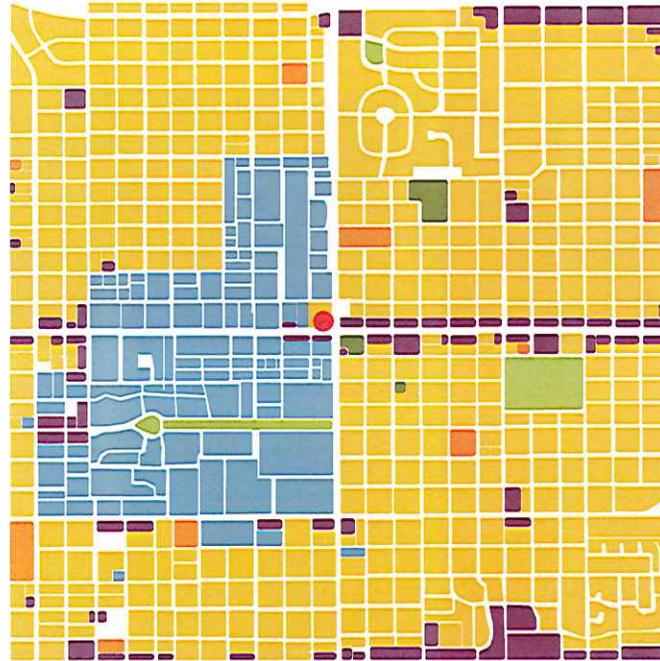
Light Rail system, Phoenix



**1.1** 2 Mile Radius | Public Transportation Connectivity

speedway & campbell | rick joy architects and shenkarow realty advisors

- Site ●
- UofA ■
- Educational ■
- Commercial ■
- Residential ■
- Himmel Park ■
- Hospitality ■



### Site Location

The site at the intersection of Speedway Boulevard and Campbell Avenue offers enormous opportunities for highly public visibility.

Its location at the eastern edge of the University at the junction of two of Tucson's most trafficked streets provides an extremely accessible site, while the programs in the surrounding area establish a remarkable support system.

UofA Main Gate



Randolph Park



Blenman Elm neighborhood



University of Arizona



## University of Arizona

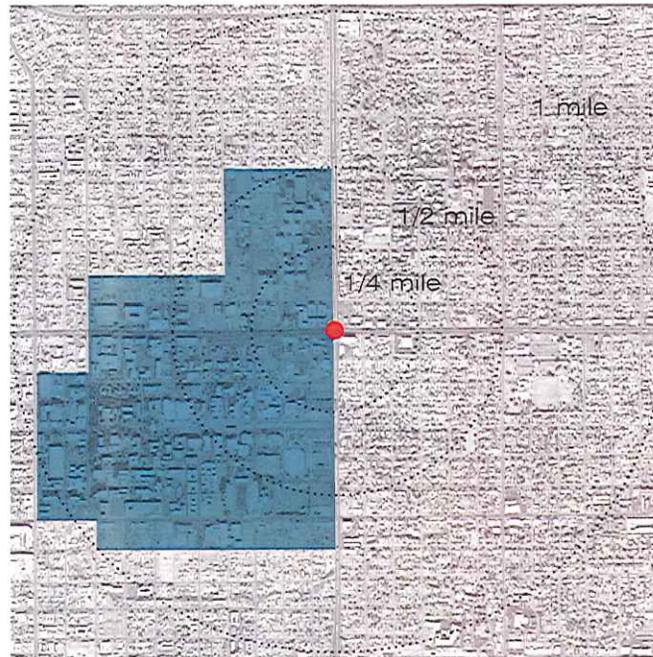
### "City Within a City"

- 60,000 UofA total population
- undergraduate students
- graduate students
- employees
- 6,000 campus residents
- 7,000 freshmen population

**Ranked 1st in funding for physical sciences (space research, chemistry and physics) and 16th in funding for research** among public universities by the National Science Foundation (NSF) in the 2007-2008 Fiscal Year.

**Total Payroll : \$755,523,987**

**Gifts and Grants : \$532,454,477**



sources : [www.umcarizona.org](http://www.umcarizona.org), <https://admissions.arizona.edu/rankings>, U of A Factbook 2008-2009

### **Buildings : 186**

Main Campus : 160  
Medicine : 26

### **Degrees Offered : 329**

Bachelors : 108  
Masters : 122  
Doctoral : 92  
Specialist : 4  
First Professional : 3

### **Top 5 Majors of New Freshmen**

Pre-Business  
Pre-Physiology  
Psychology  
Pre-Nursing  
Biology



## Arizona Health Services Center

**Students : 1,900**

**Employees : 12,000+**

**Research Grants : \$128 million**

48-acre area in northeast UA campus :

UA College of Medicine

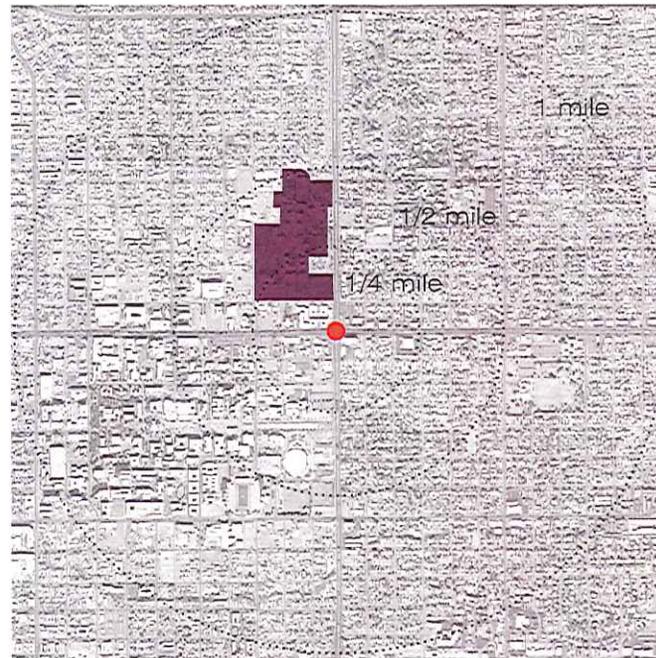
UA College of Nursing

UA College of Pharmacy

UA College of Public Health

University Physicians Healthcare

UMC



sources : [www.umcarizona.org](http://www.umcarizona.org), <https://admissions.arizona.edu/rankings>, U of A Factbook 2008-2009

## University Medical Center

A private, nonprofit 487-bed hospital located at the AHSC

2010 - Ranked 2nd of 98 Academic Medical Centers in National Quality Survey

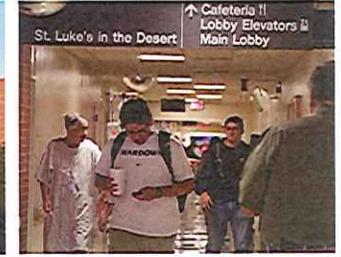
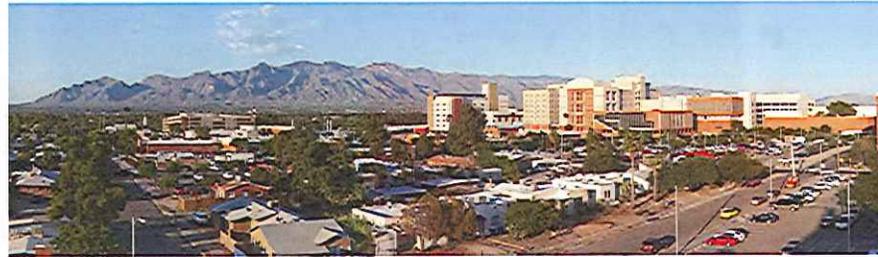
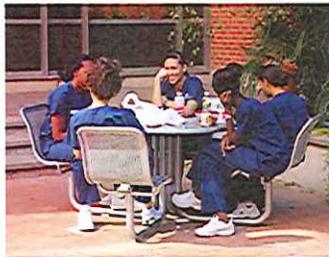
Admissions : 20,535

**Outpatient visits : 375,492**

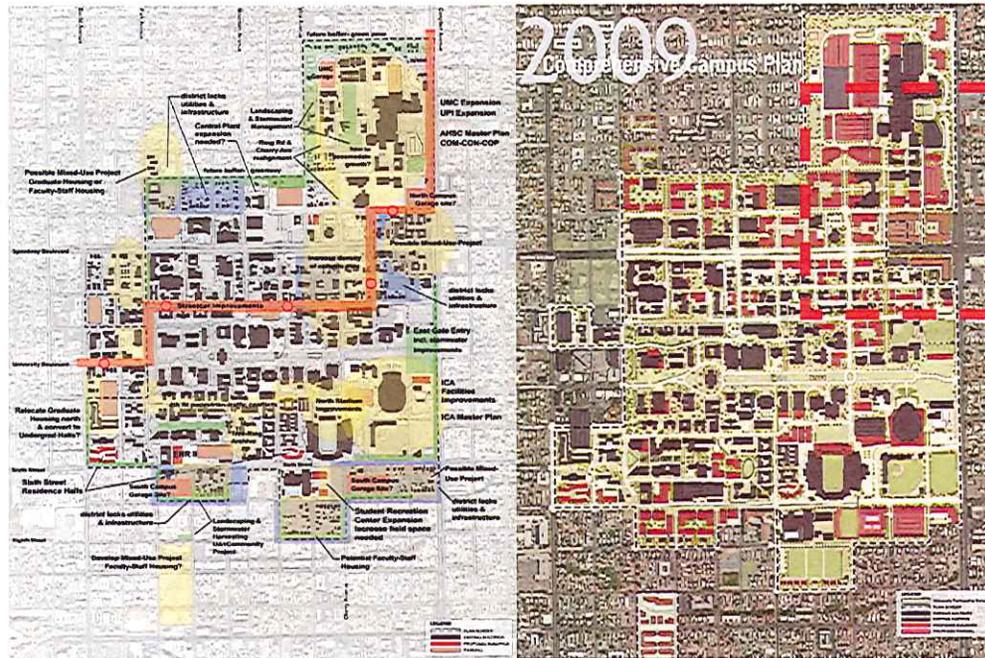
Births : 2,146

Inpatient surgeries : 7,741

Emergency room visits : 57,768



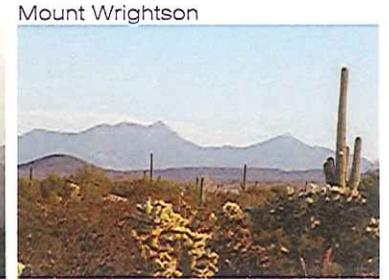
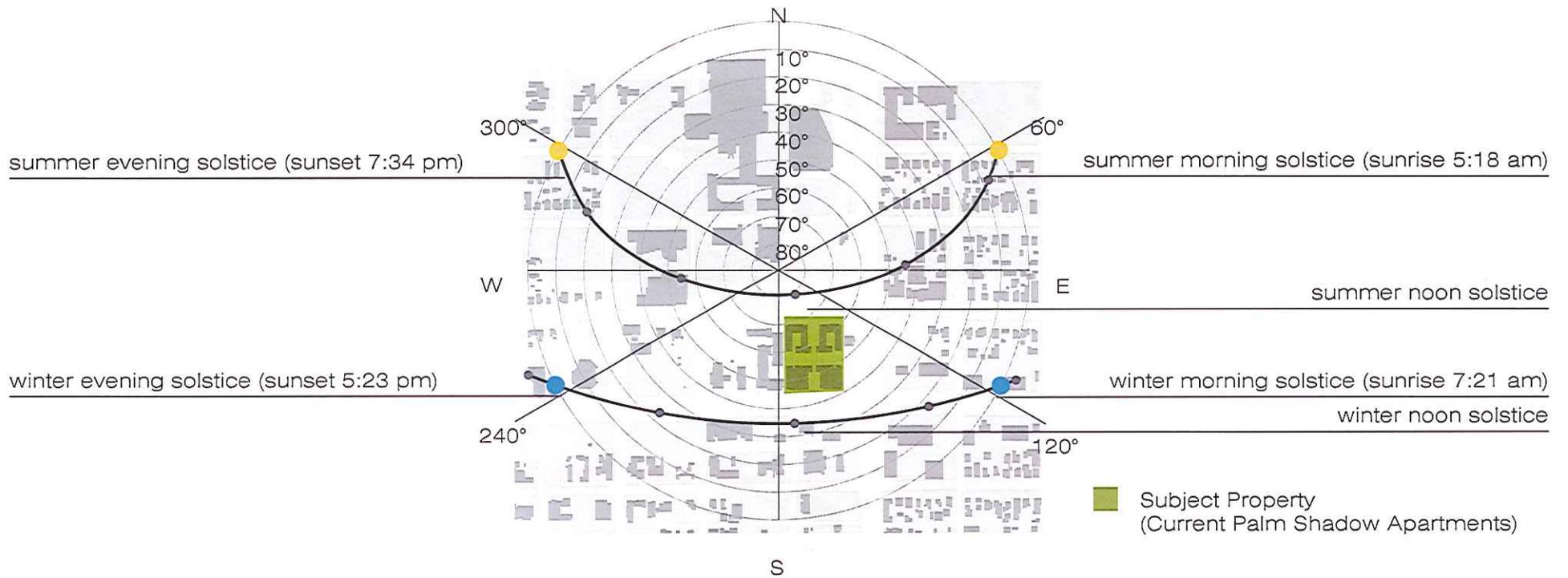
- Consistent Themes :**
- open space
  - connections
  - edges and gateways
  - infill strategy
  - housing
  - transportation / transit
  - infrastructure
  - sustainability



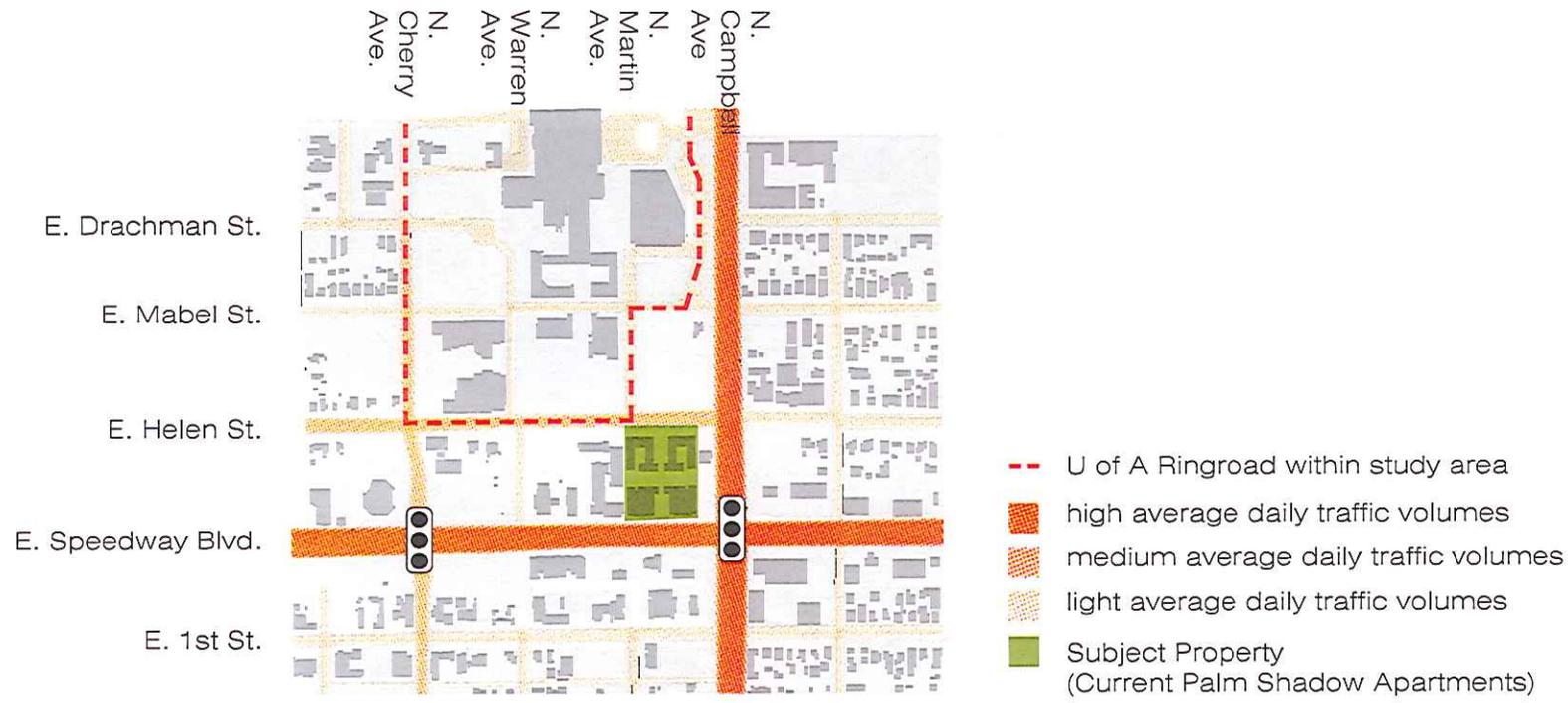
**Private-Public partnerships are on the rise**

Since 2003, over **\$646 million (over 1.6 million gross sf)** of academic, research or institutional space has been constructed or is in the process of being constructed. 2003 enrollment cap has been removed and **substantial student body growth** is now expected which must be accommodated in the campus plan. A constrained State fiscal environment has encouraged more **creative approaches to realizing projects, including a rise in public-private development partnerships**

Broader changes in the economy and an increased demand for more compact urban settlement has fostered support for new transit options. **The Tucson Modern Streetcar** offers new opportunities for the University to engage growth and development downtown and along the streetcar line by **seeking out appropriate public-private partnerships**. The Comprehensive Campus Plan is scheduled for the **next update in 2014/2015**. The Speedway Campbell Gateway will be closely coordinated.



**1.4** Site | Sun Diagram

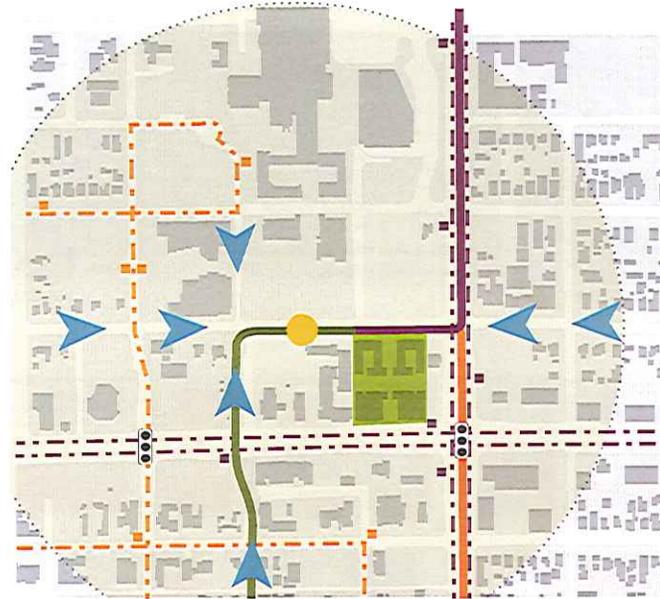


Speedway Campbell intersection



**1.4** Site | Vehicular Traffic Access

Waverly Bike Boulevard  
(6 blocks north of site)

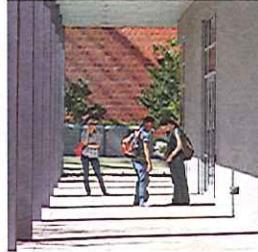


- ◀ Main Pedestrian + Bicycle Access
- 1/4 mile walking radius
- Modern Streetcar stop
- Modern Streetcar phase 1
- Modern Streetcar phase 2 (to foothills)
- Modern Streetcar phase 3 (to airport)
- - UofA Cat Tran Shuttle Route
- - Sun Tran Bus Route
- Subject Property  
(Current Palm Shadow Apartments)

existing tracks



covered walkway



Highland Ave underpass



Tucson Modern Streetcar



U of A Cat Tran shuttle bus



## 1.4 Site | Modern Streetcar + Bus and Shuttle Access

UMC Cherry Garage

UMC Patient / Visitor Garage

Highland Parking Garage

- approximately 6500 existing parking spaces near site
- this project will add 2200 additional spaces



- parking garage
- surface parking
- street parking
- Subject Property (Current Palm Shadow Apartments) (planned 950 parking spaces)

existing Helen Street parking lot



existing Helen Street parking lot



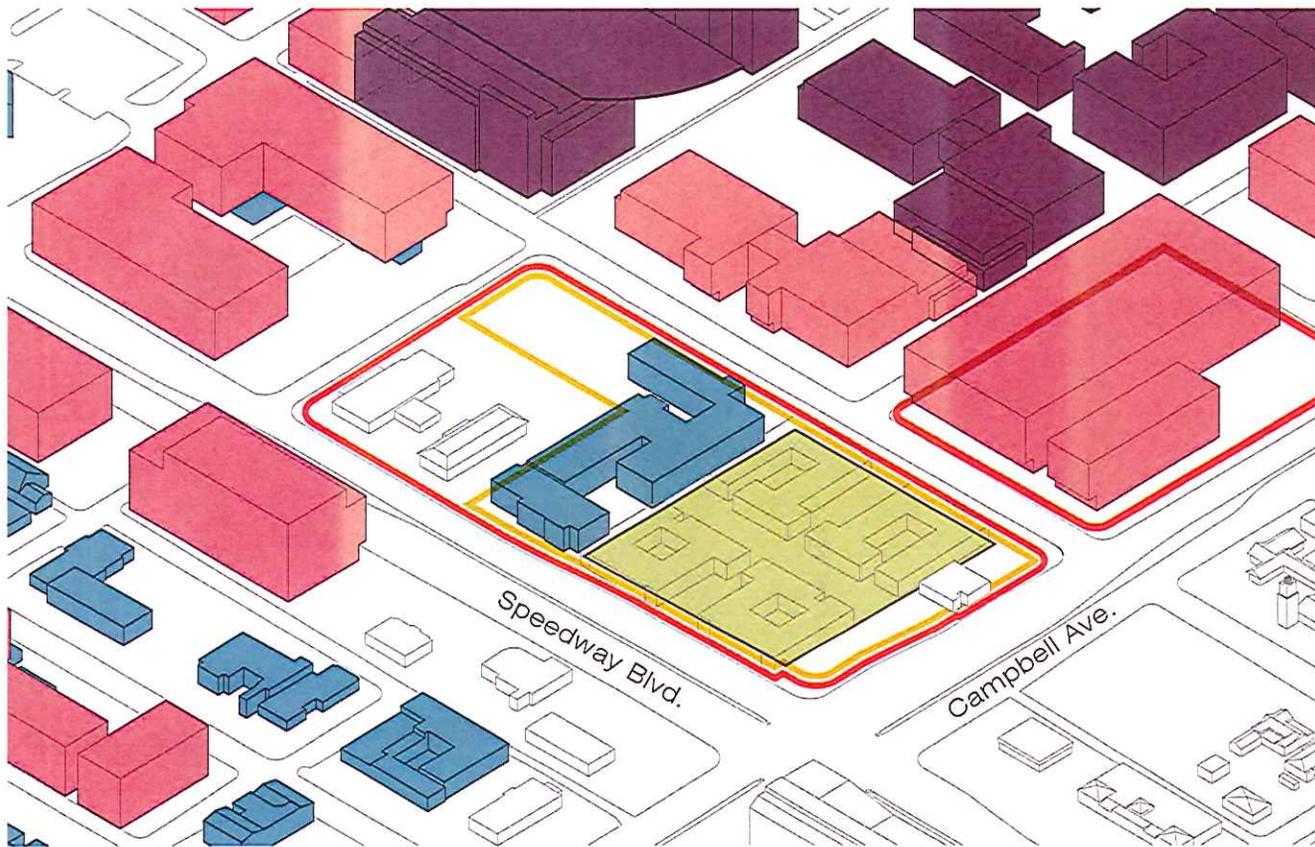
UMC Patient / Visitor Garage



existing Helen Street parking lot

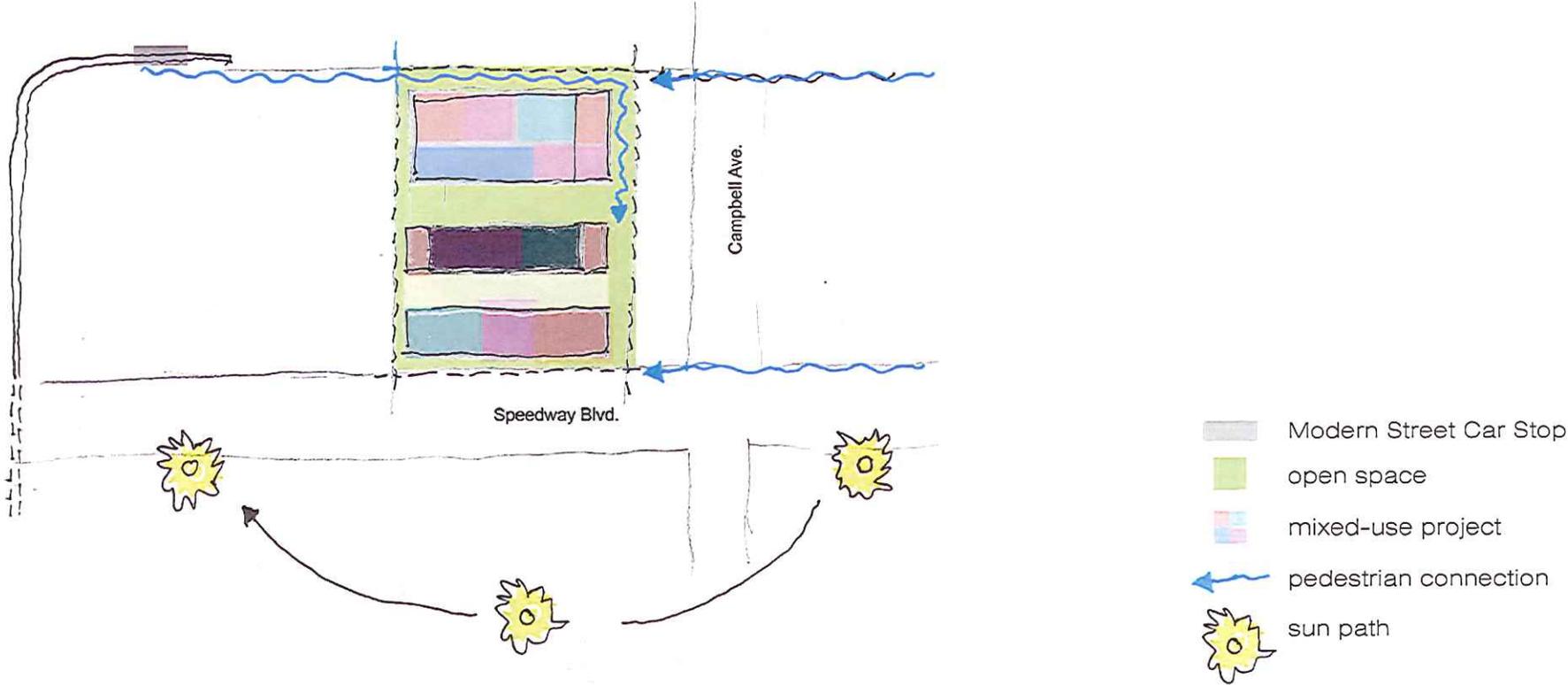


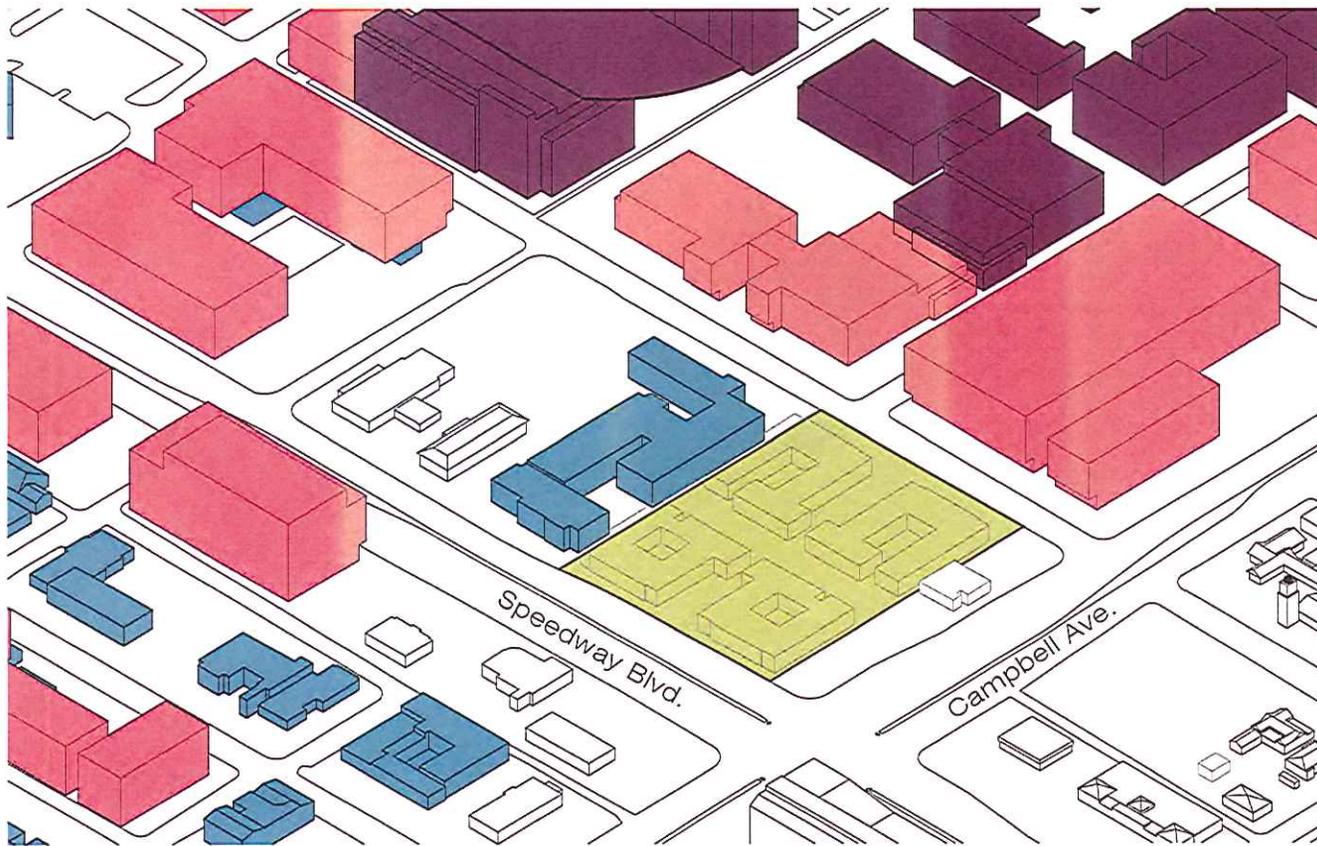
# 1.4 Site | Existing Available Parking



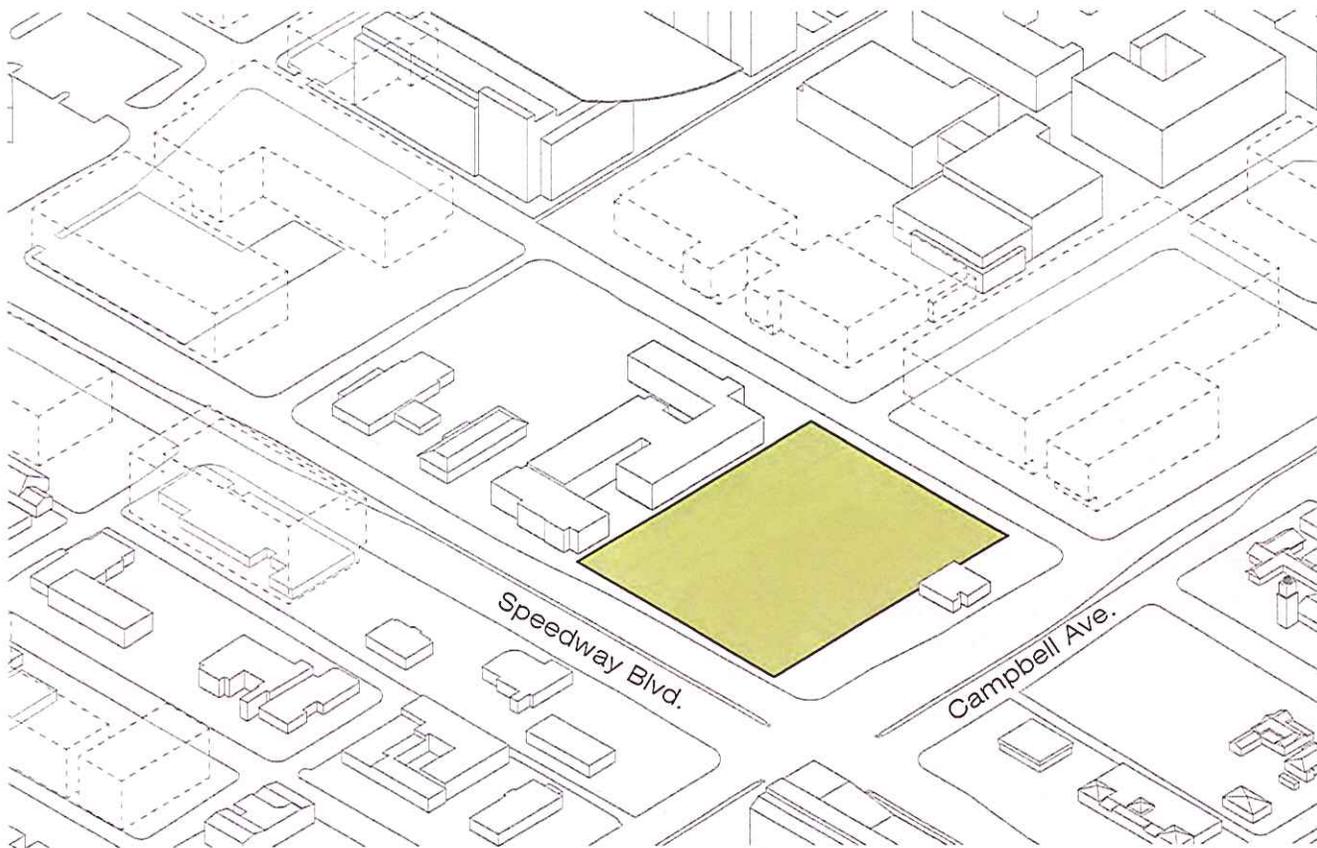
- existing context
- Subject Property  
(Current Palm Shadow Apartments)
- Babcock Masterplan
- Previous Masterplan
- University of Arizona
- UMC
- 2009 Comprehensive  
Campus Plan proposed  
massing

# Palm Shadow Masterplan



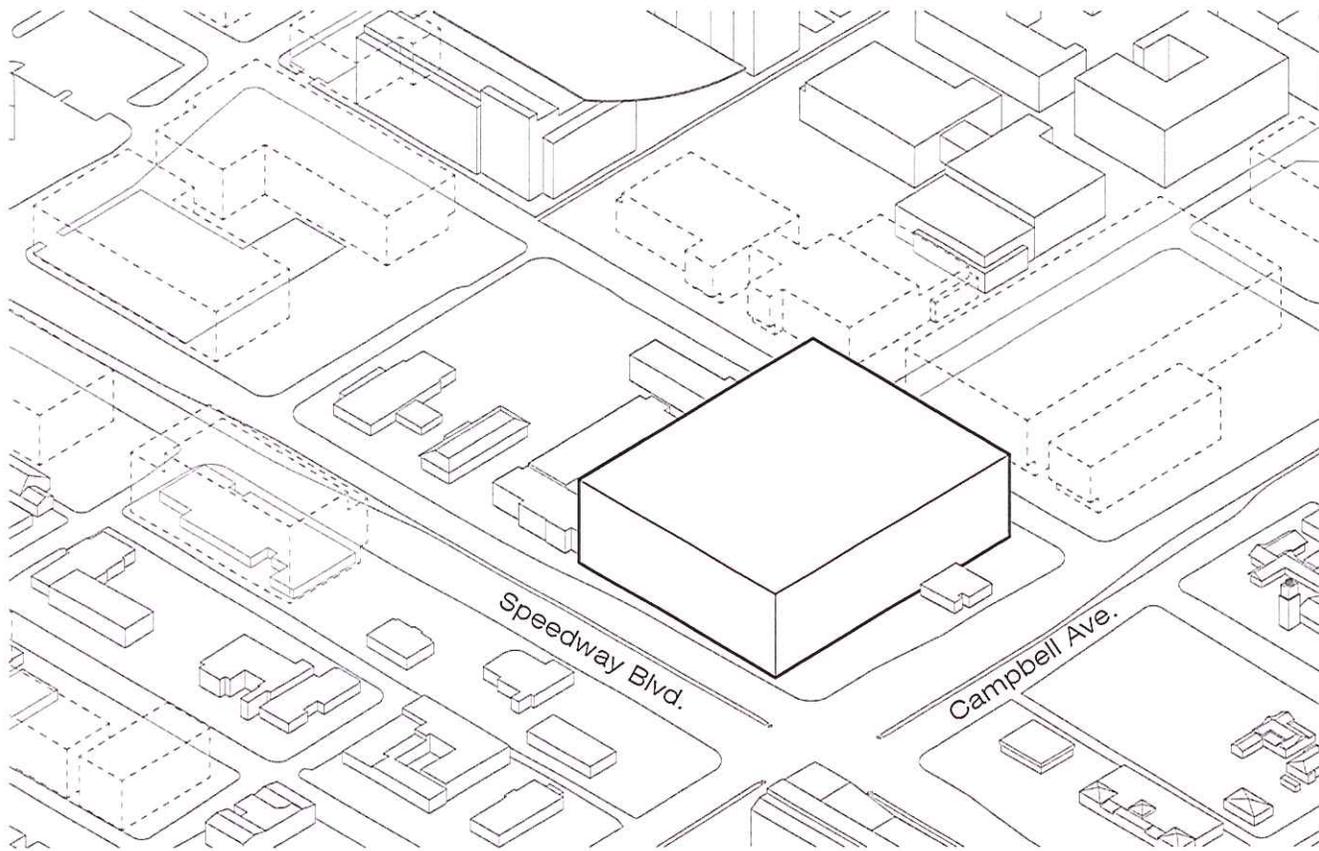


- existing context
- Subject Plan Amendment  
(Current Palm Shadow Apartments)
- University of Arizona
- UMC
- 2009 Comprehensive  
Campus Plan proposed  
massing

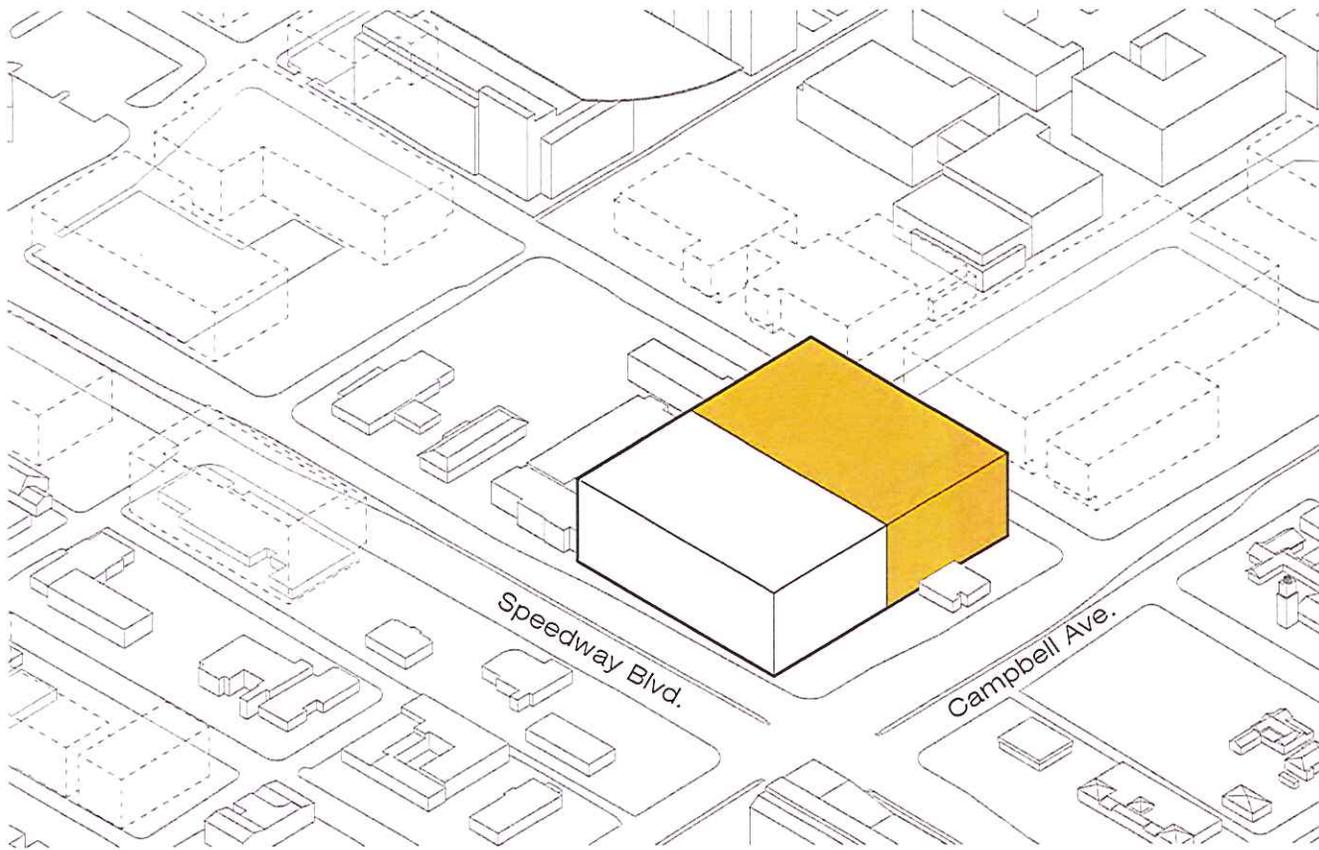


■ site

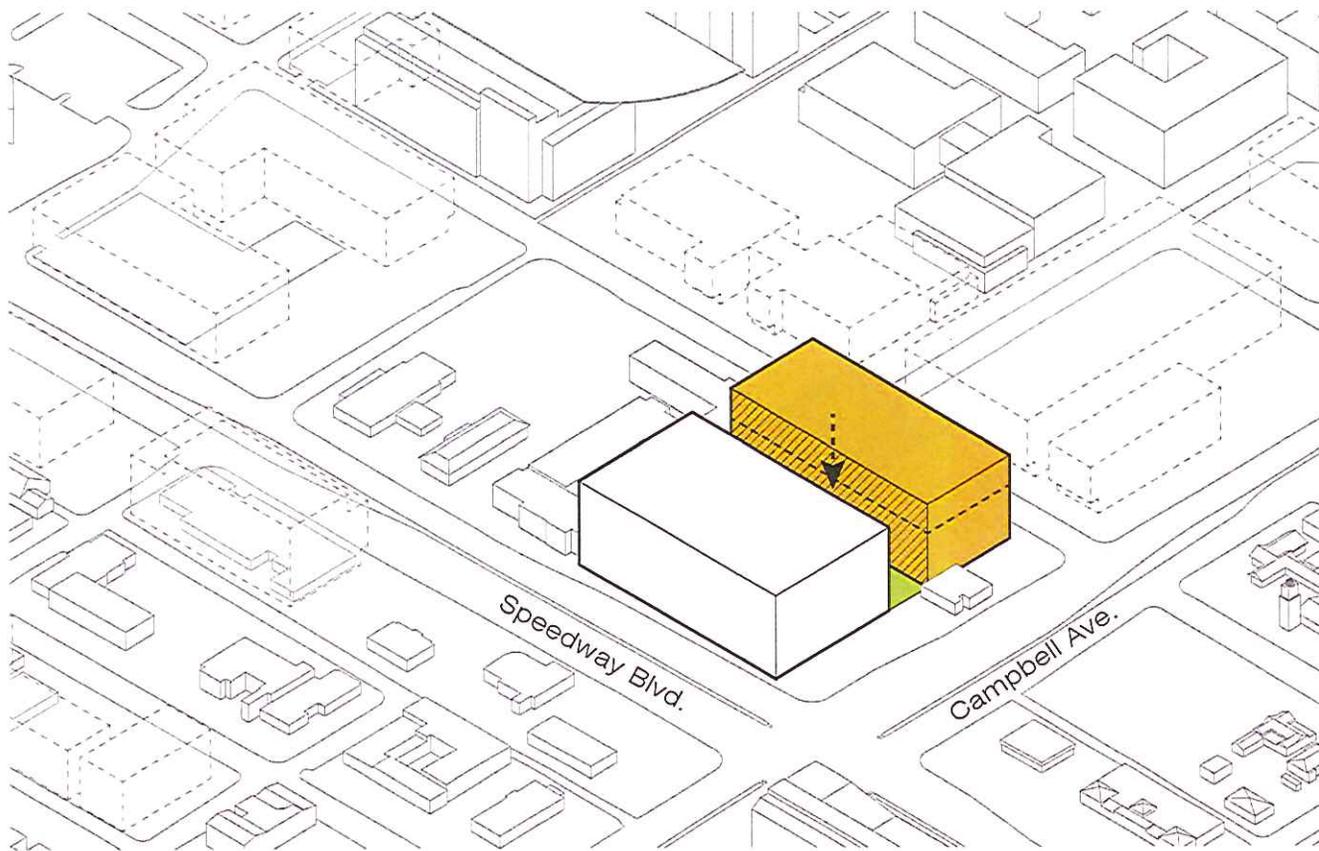
**2.1** Masterplan | Conceptual Diagrams: Site



□ mixed-use program with current University Area Plan

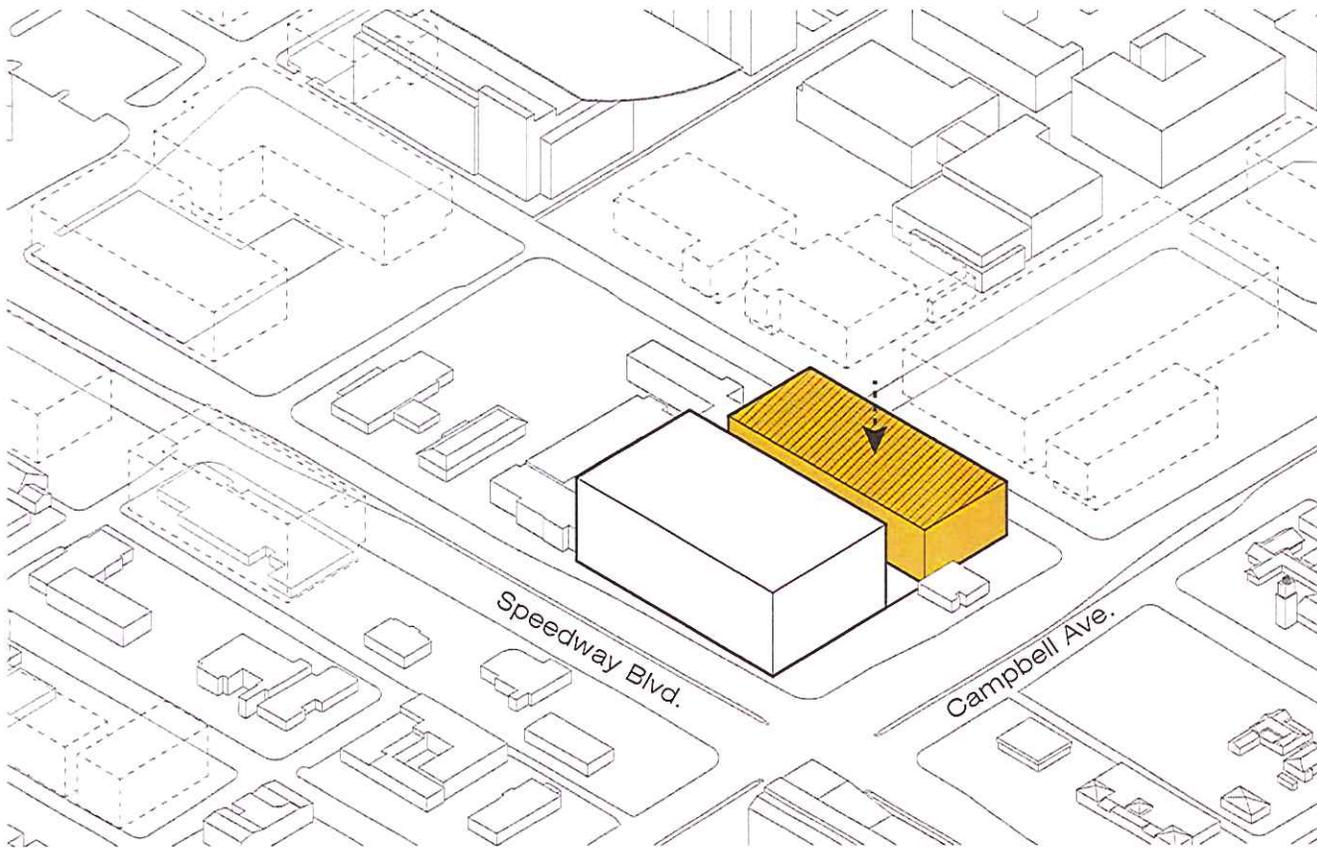


- mixed-use program
- covered parking



-  covered parking
-  piazza

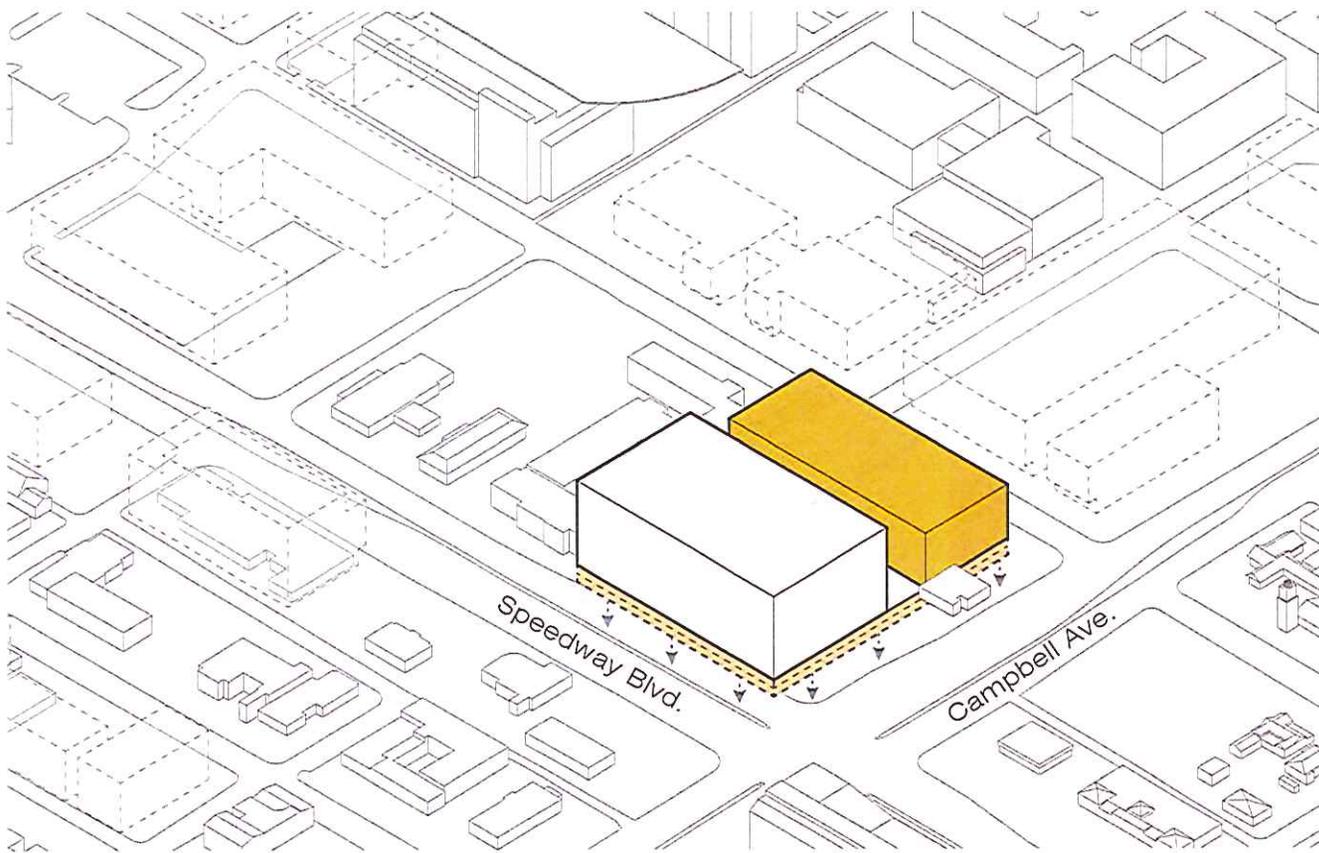
**2.1** Masterplan | Conceptual Diagrams: Site



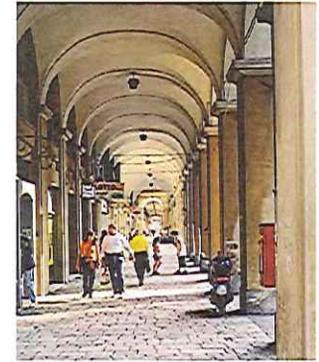
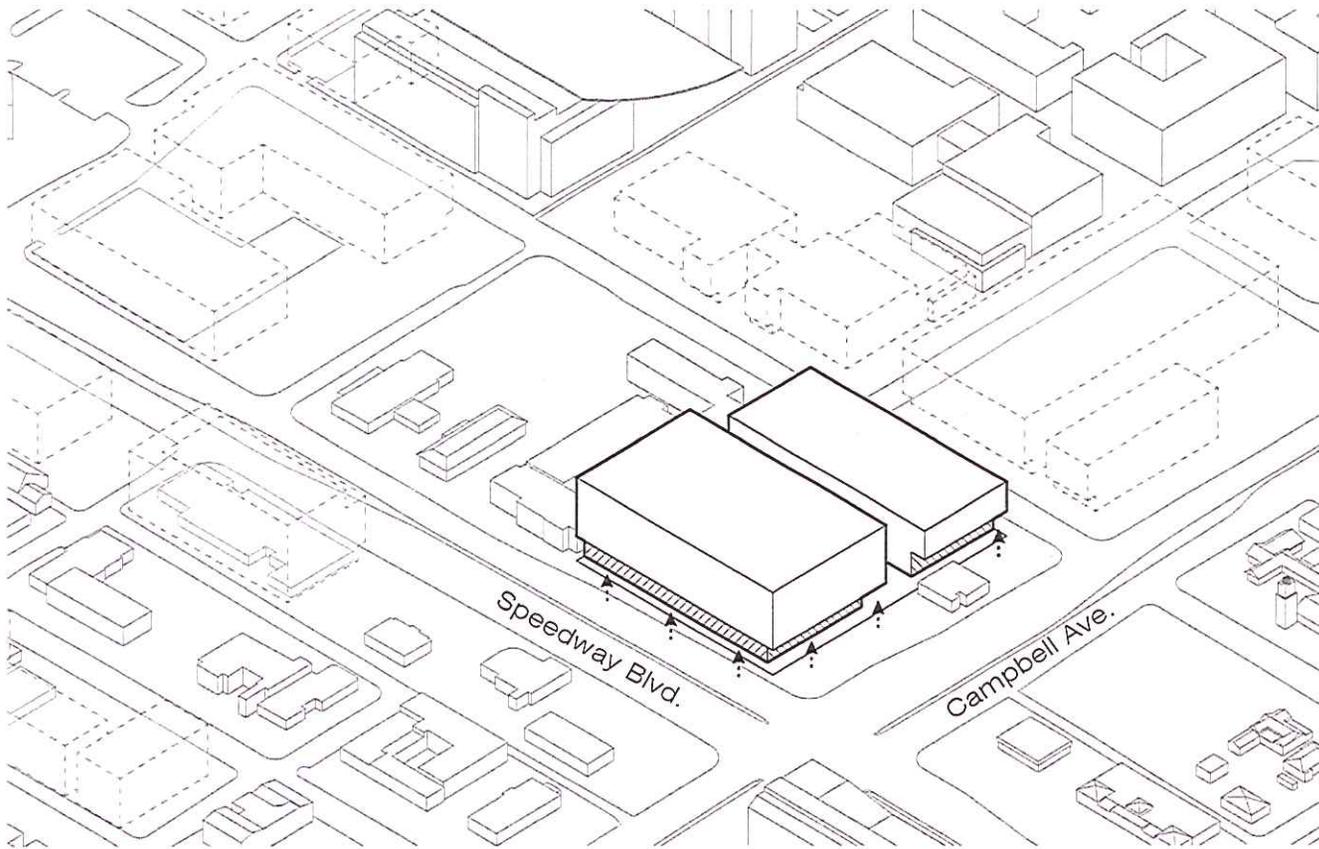
covered parking

## 2.1 Masterplan | Conceptual Diagrams: Site

speedway & campbell | rick joy architects and shenkarow realty advisors

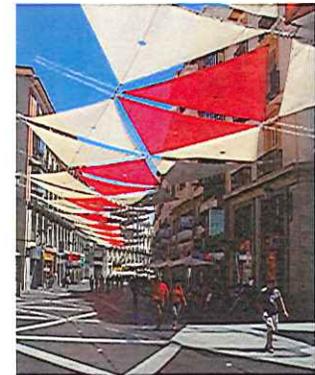
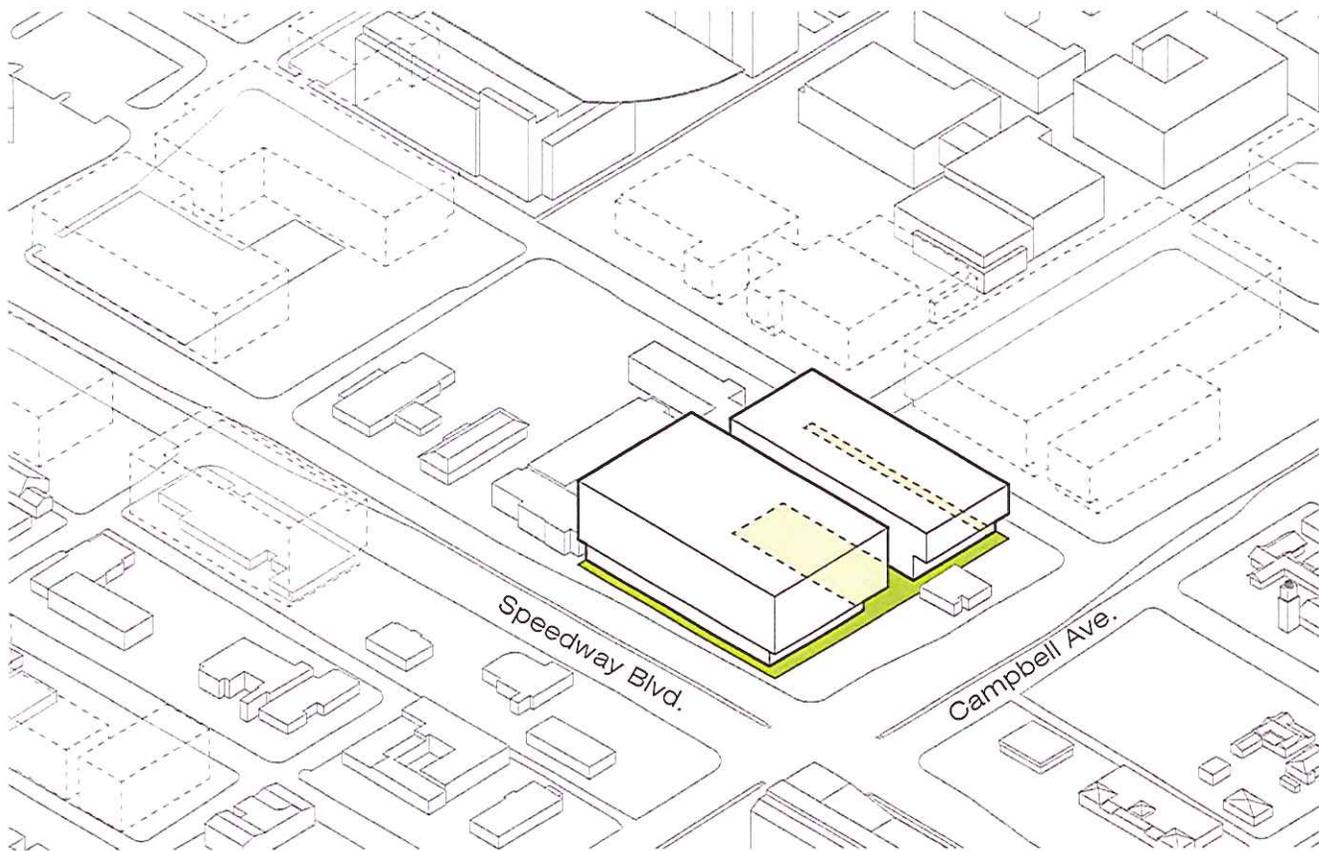


- covered parking
- underground parking

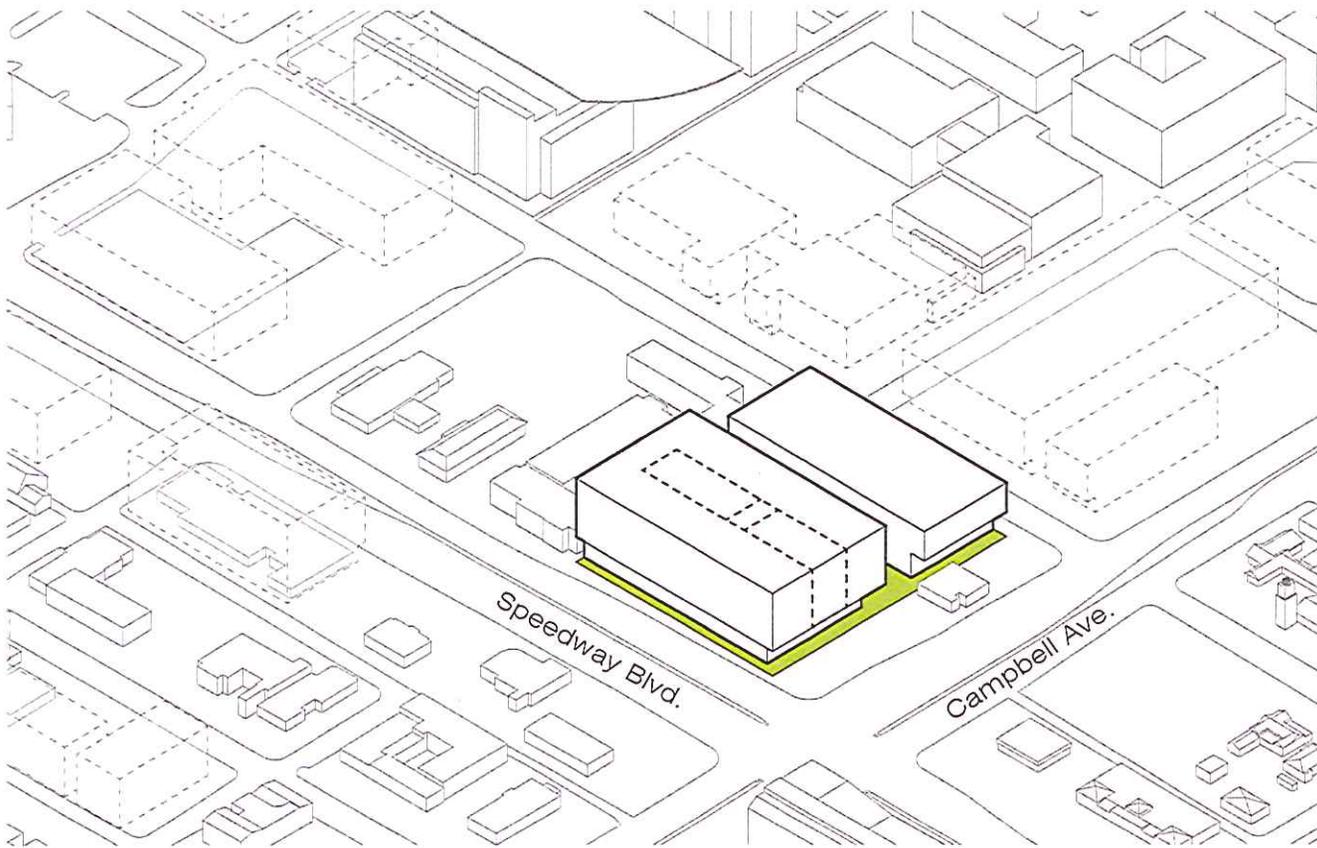


**2.1** Masterplan | Conceptual Diagrams: Site

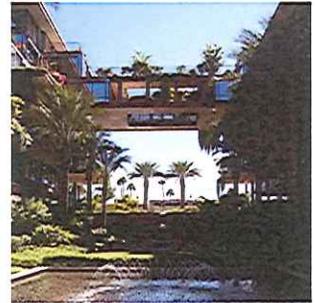
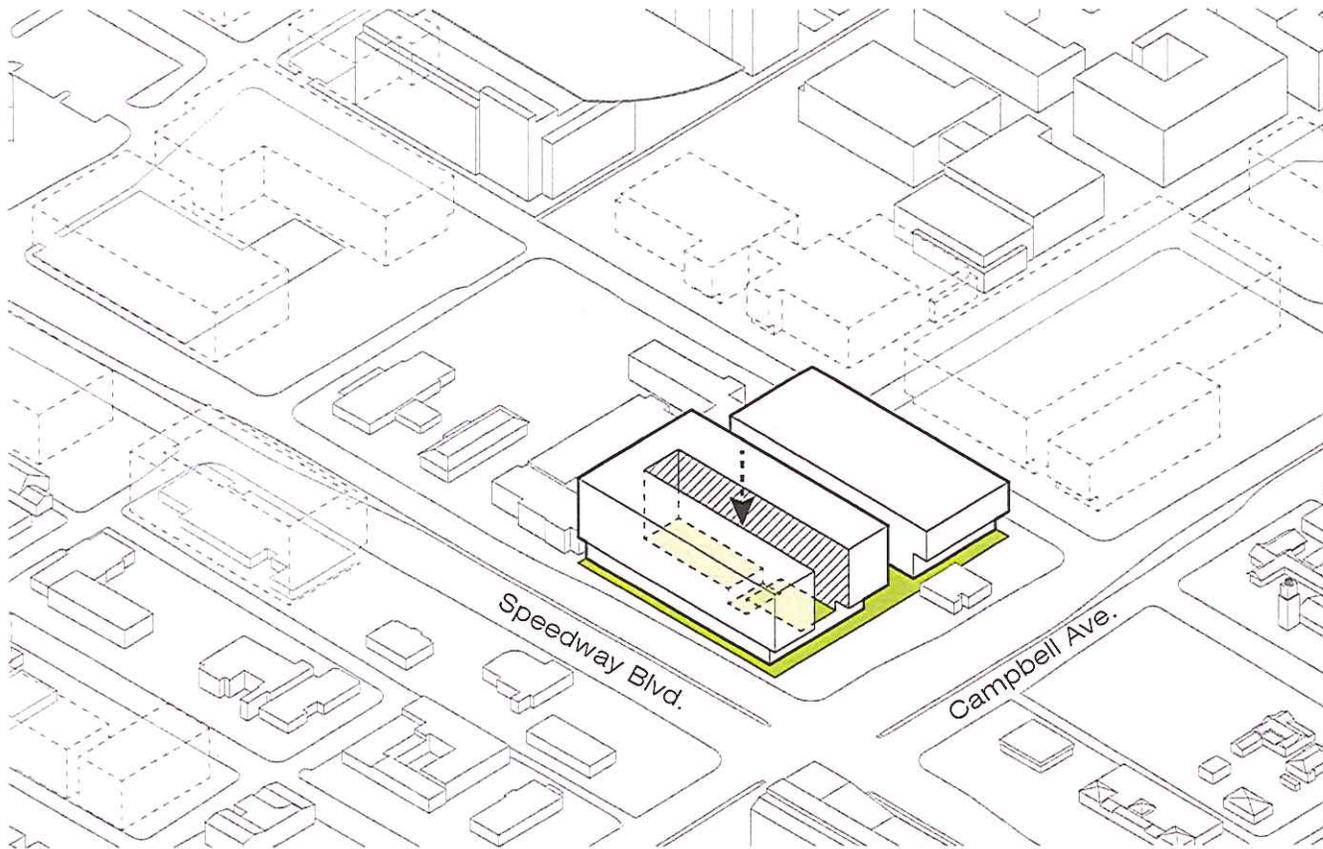
speedway & campbell | rick joy architects and shenkarow realty advisors



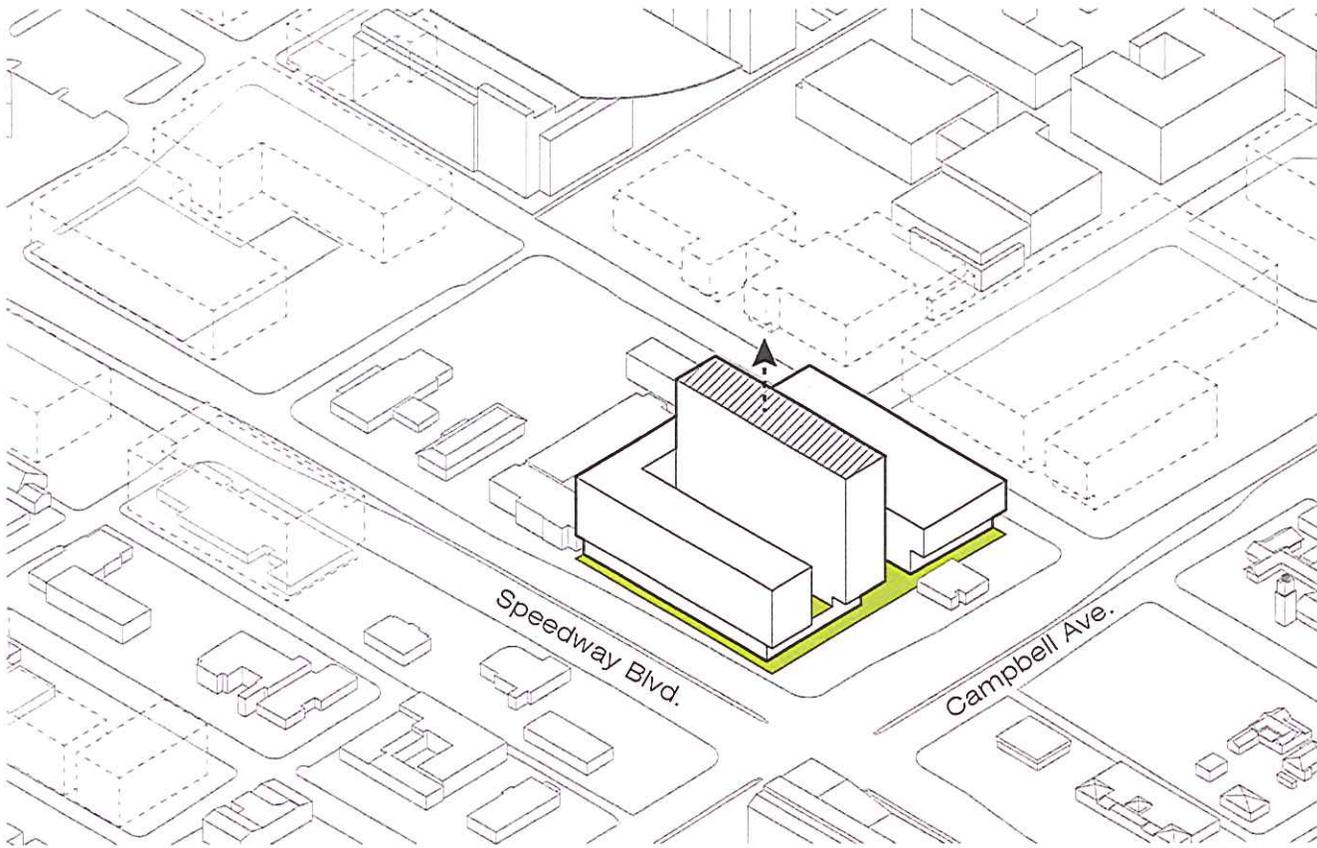
■ open space



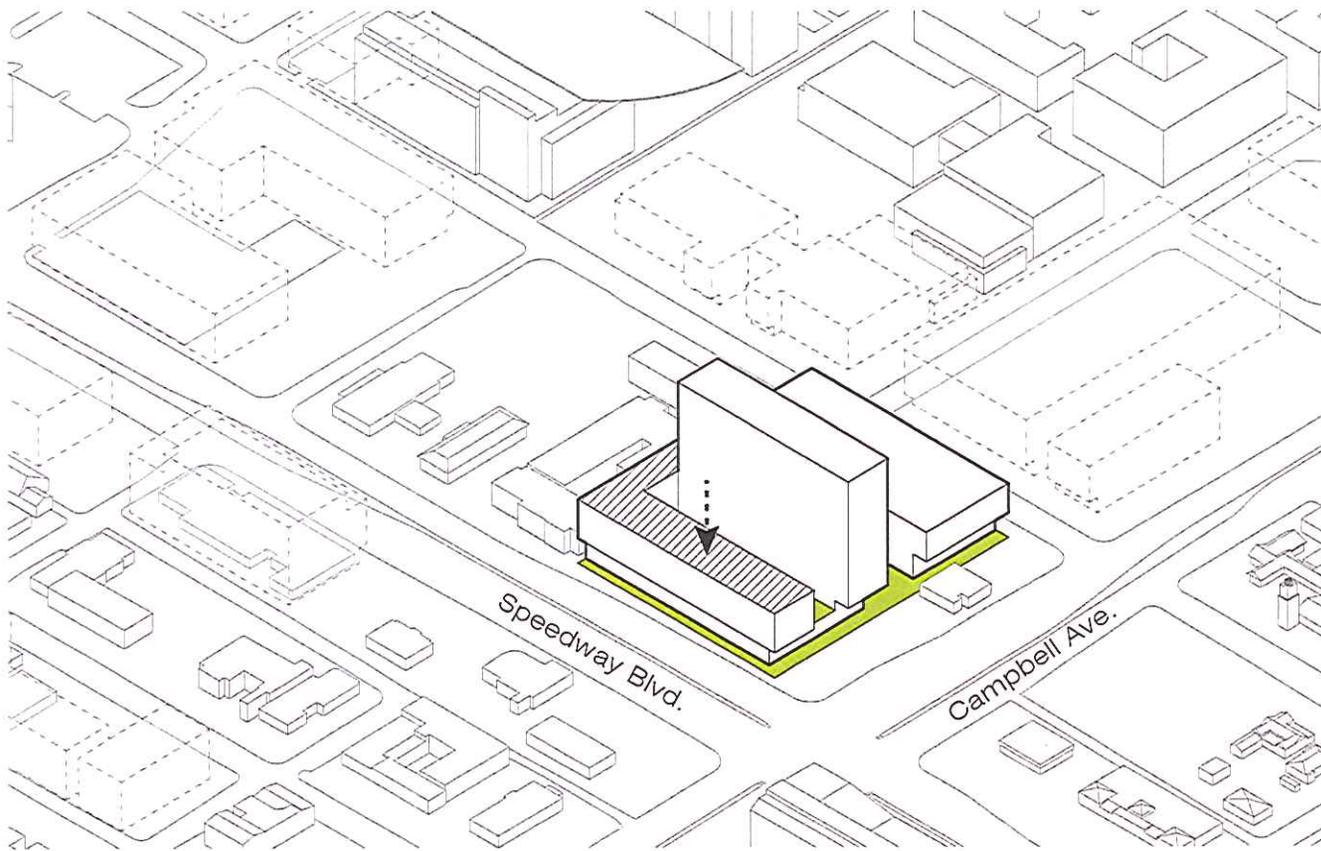
■ open space



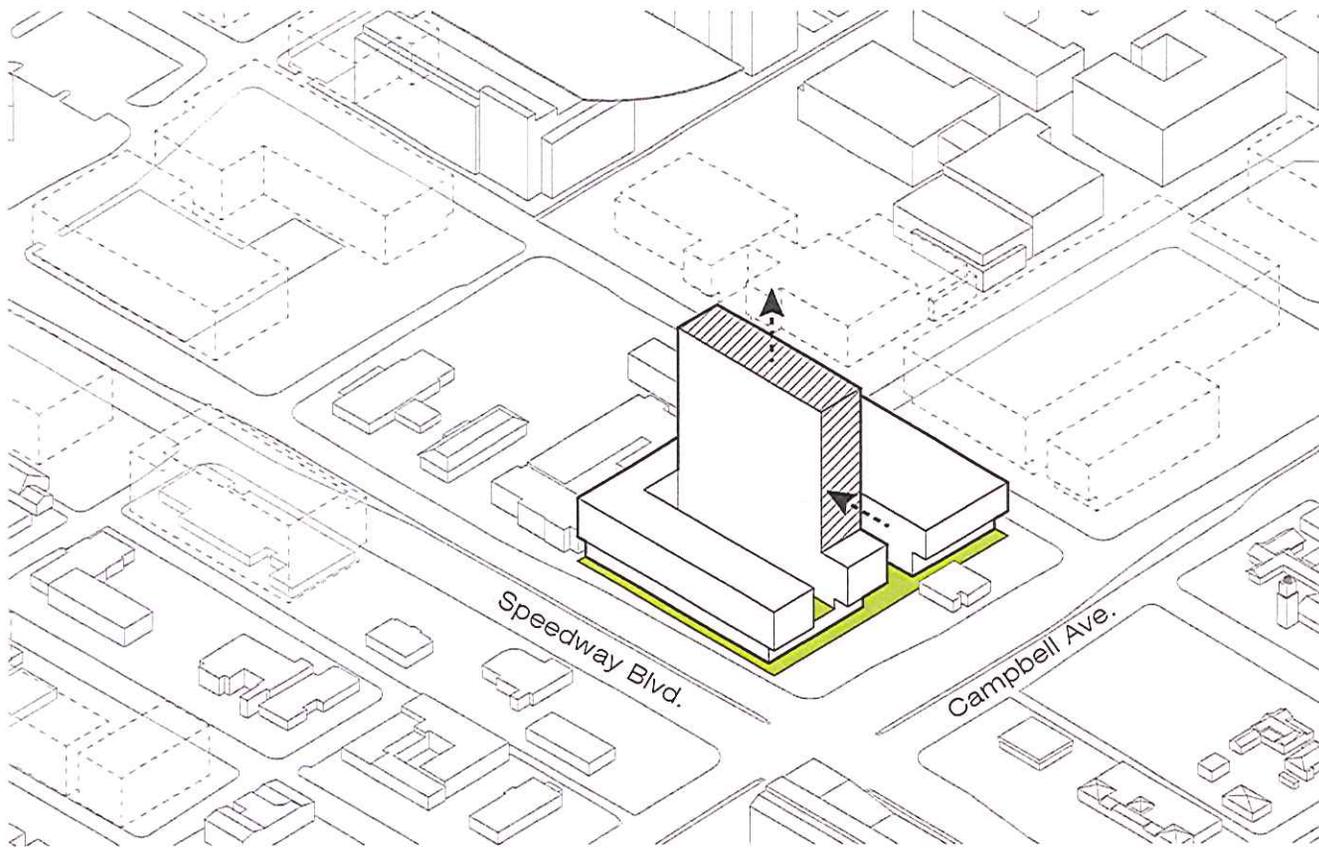
■ open space



■ open space



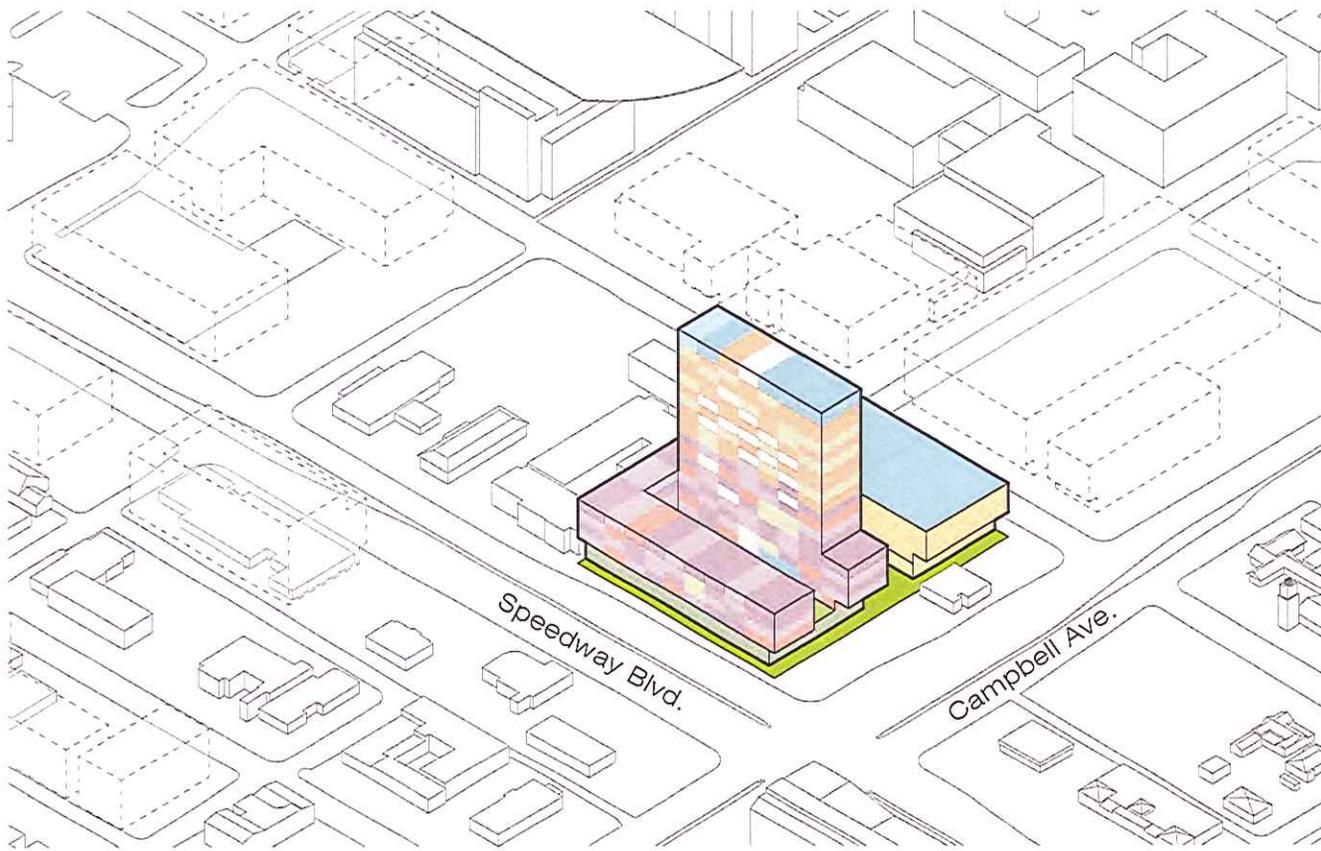
■ open space



■ open space

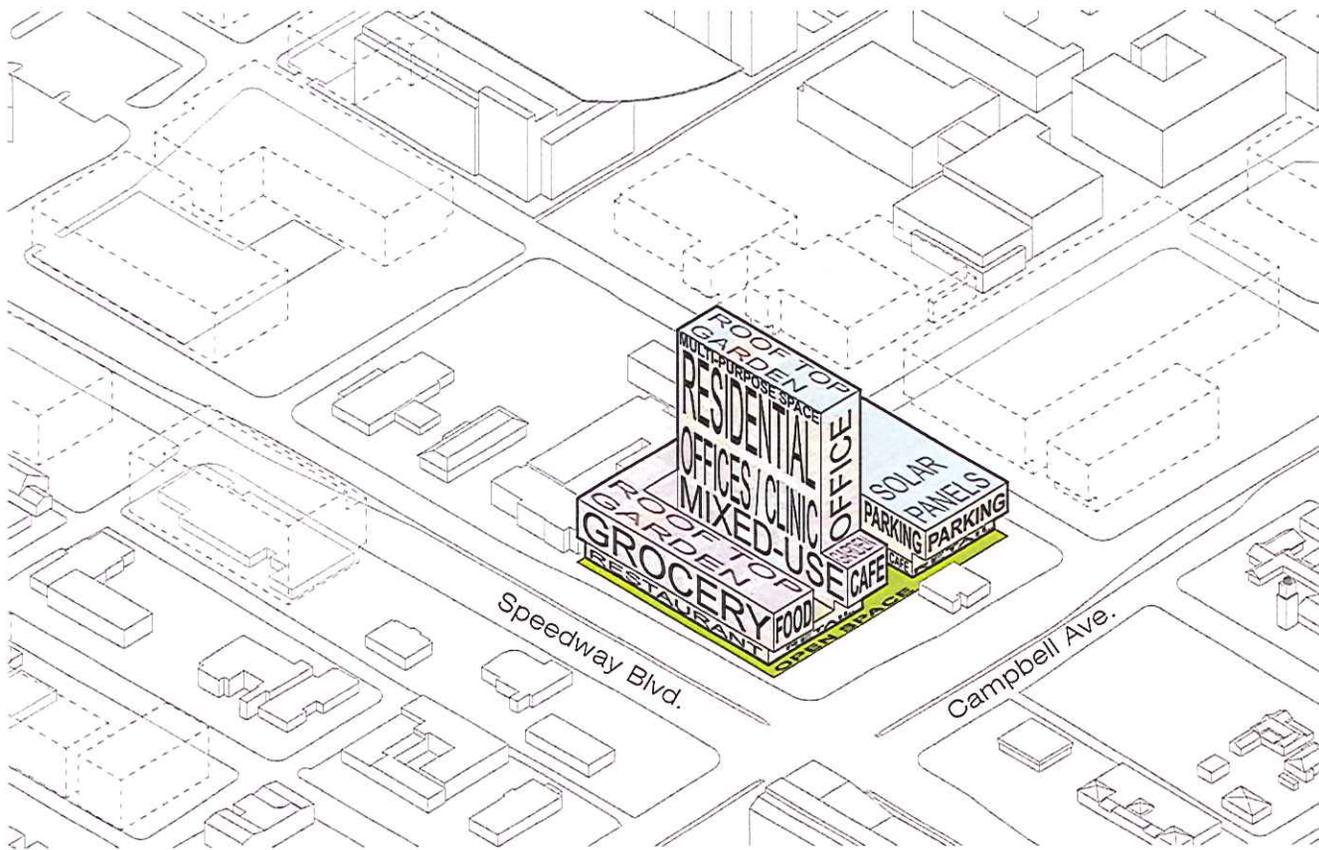
**2.1** Masterplan | Conceptual Diagrams: Site

speedway & campbell | rick joy architects and shenkarow realty advisors



**PS 1**

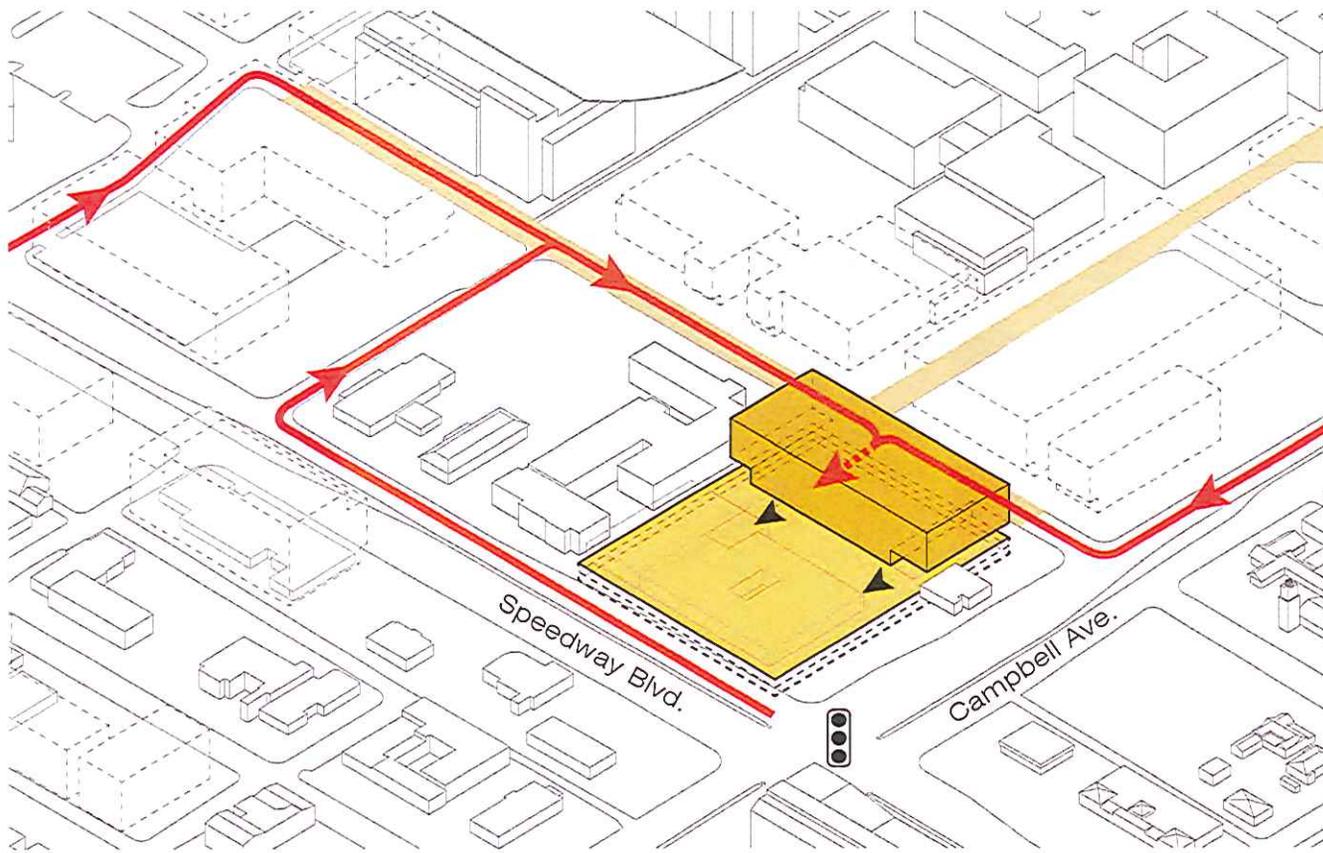




**PS1**

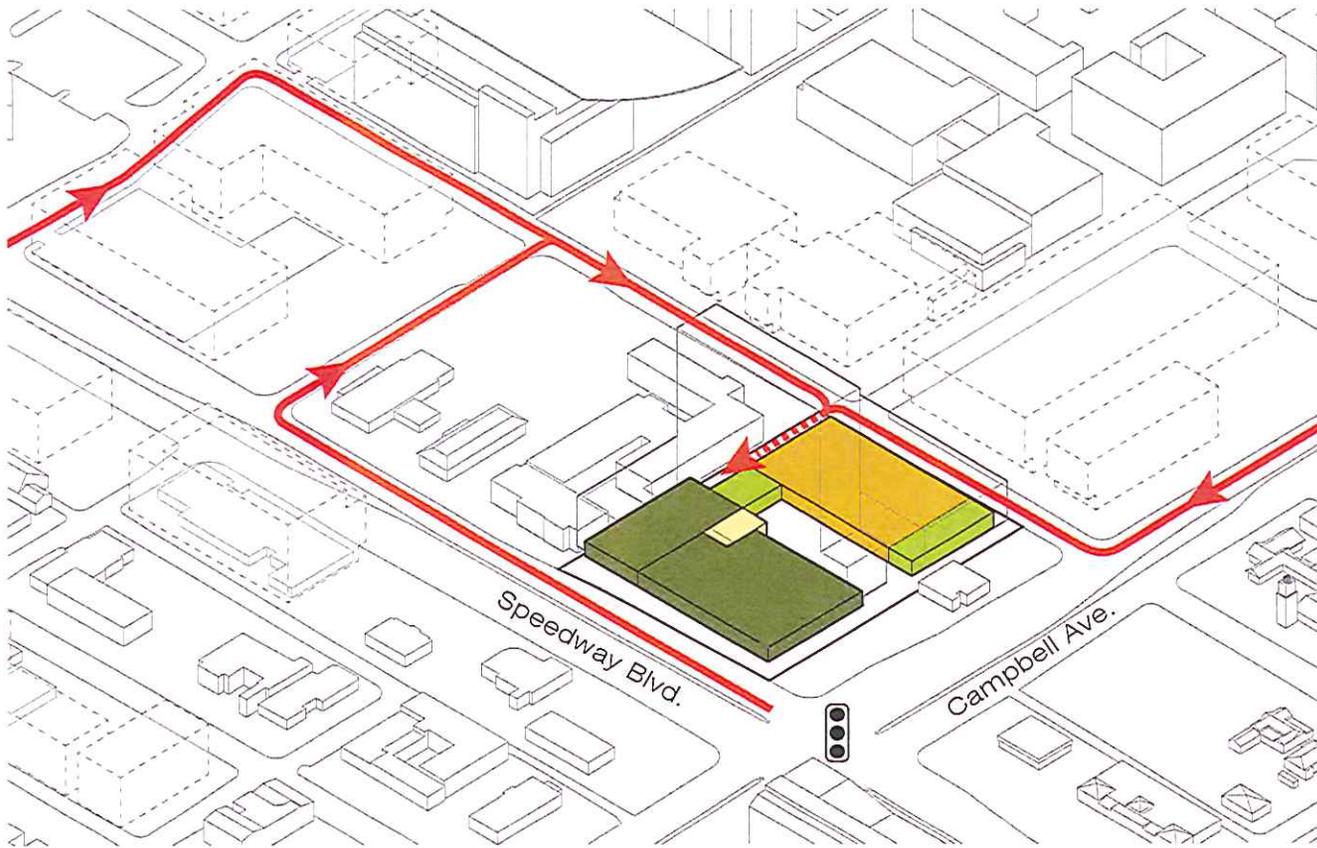


# PS 1

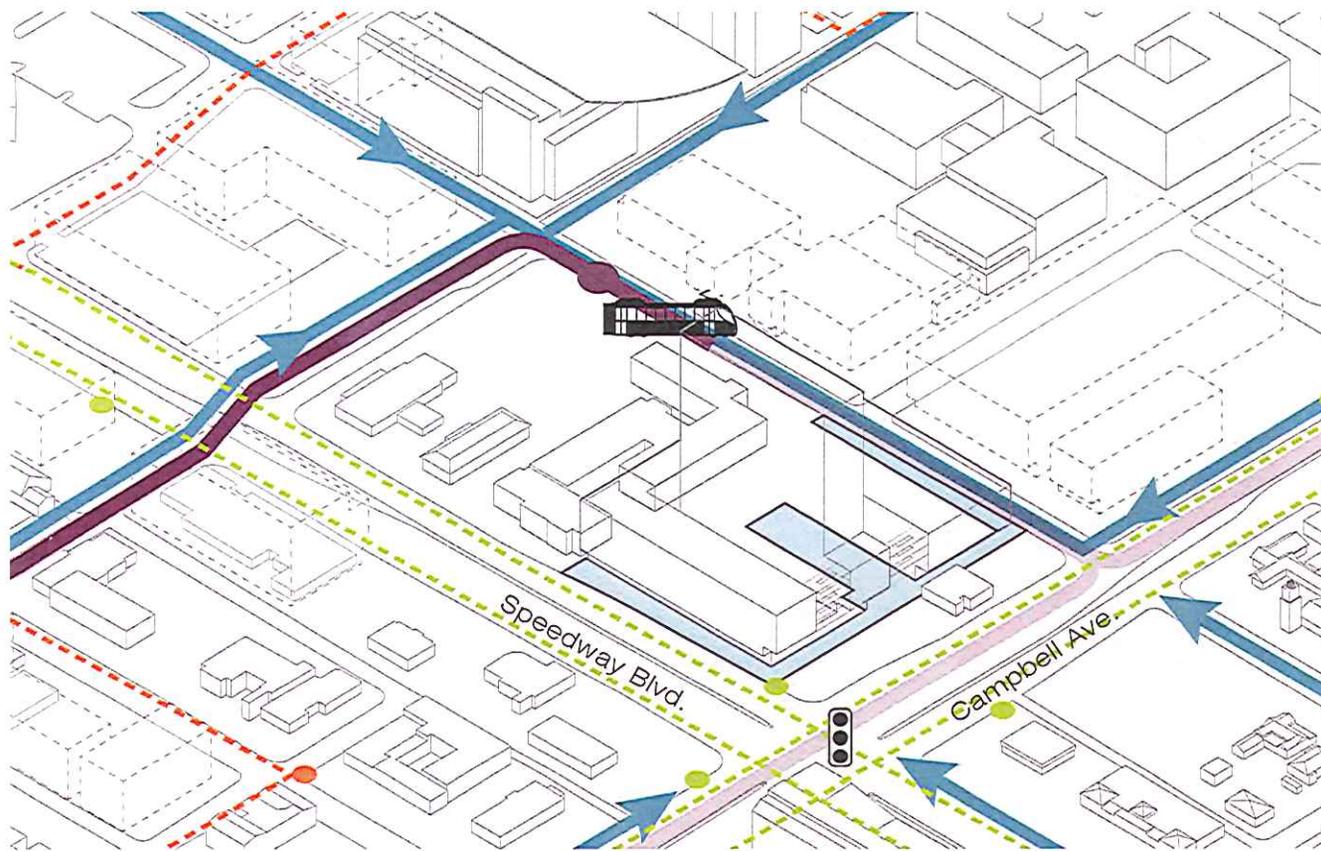


- vehicular access
- street parking
- covered parking

**PS 1**

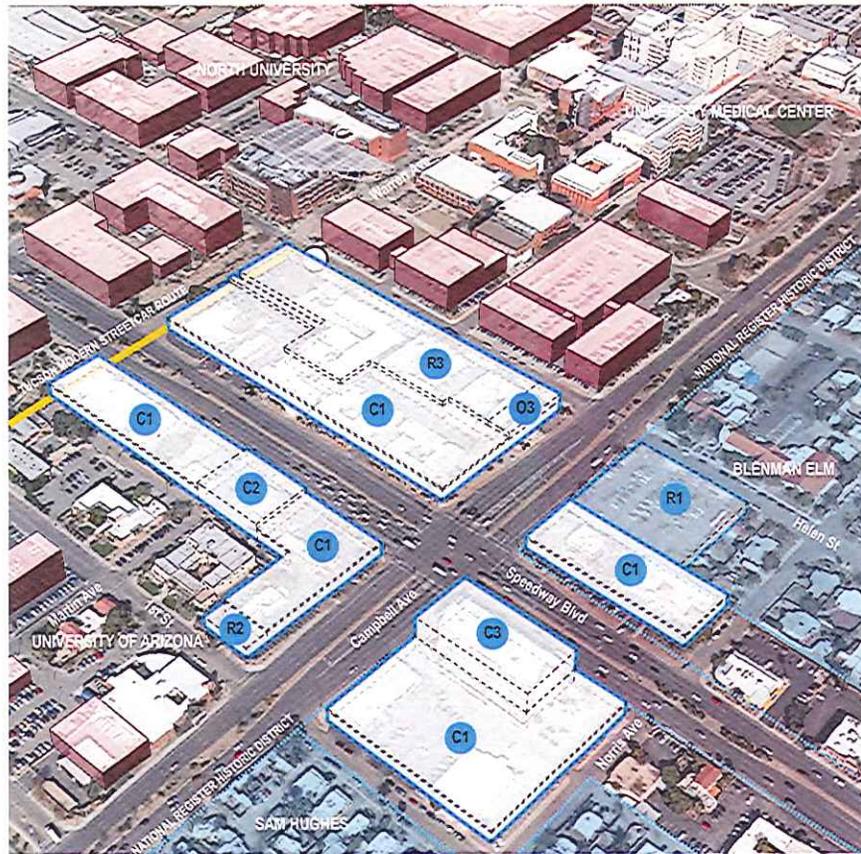


- loading access
- grocery market
- retail
- lobby



**PS1**

-  pedestrian + bike access
-  pedestrian space
-  Modern Streetcar Phase 1
-  Modern Streetcar Phase 2,3
-  Cat Tran Bus Stops
-  Sun Tran Bus Stops



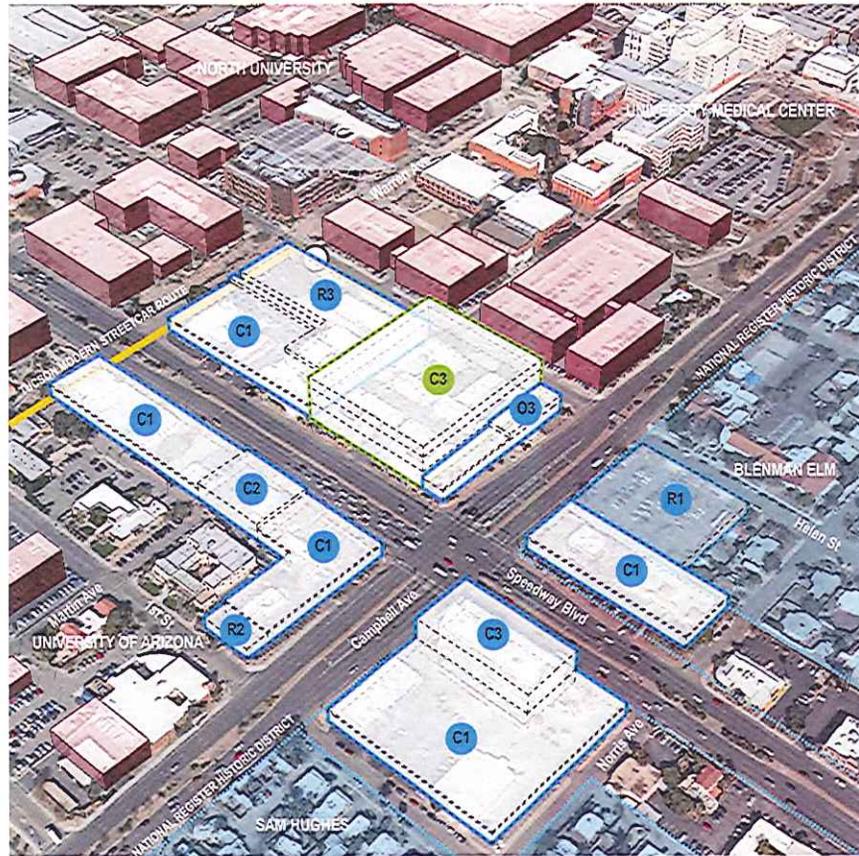
Legend

- Tucson Modern Streetcar Route
- U of A Campus Comprehensive Plan  
(Massing based on 2009 Campus Plan.  
Pending further revision in 2014 update.)
- ⋯ Historic Neighborhood Boundary
- National Register Historic District
- Current Zoning (City of Tucson Unified Development Code)
- Allowable Re-zoning
- Plan Area Development

- O3 O3 Zoning: 25' Residential, 40' Nonresidential
- C1 C1 Zoning: 25' Residential, 30' Nonresidential
- C2 C2 Zoning: 40'
- C3 C3 Zoning: 75' (A-Loft: 86'-5')
- R1 R1 Zoning: 25'
- R2 R2 Zoning: 25'
- R3 R3 Zoning: 25' Single Family, 40' Multifamily/Nonresidential

Speedway/Campbell | Current Zoning Under Tucson UDC



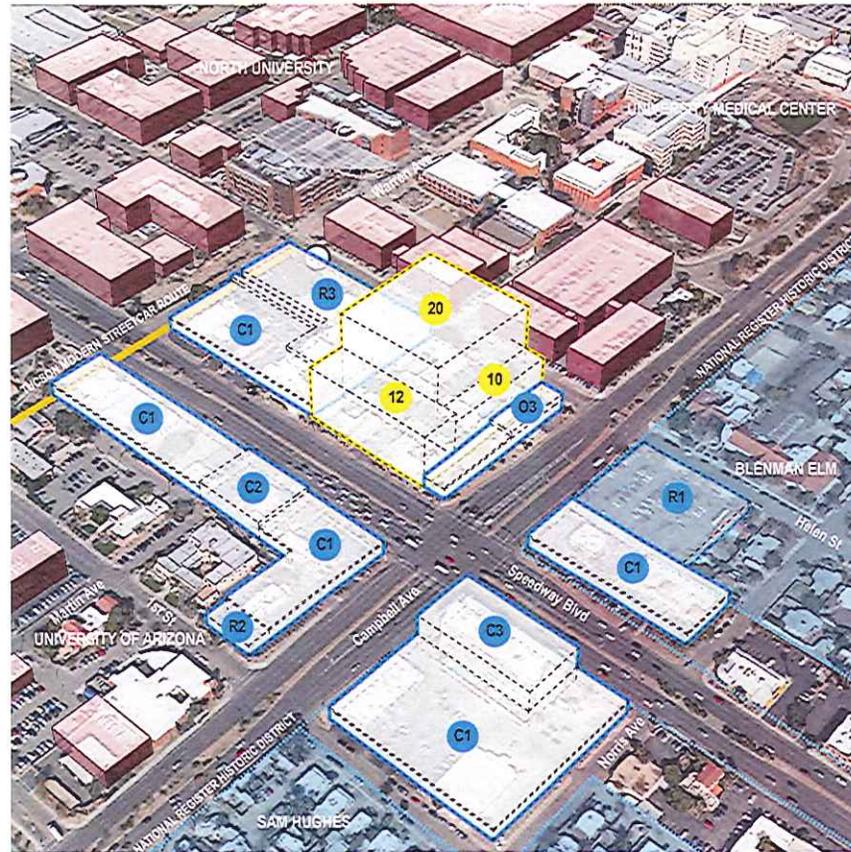


**Legend**

- Tucson Modern Streetcar Route
  - U of A Campus Comprehensive Plan (Massing based on 2009 Campus Plan. Pending further revision in 2014 update.)
  - - - - - Historic Neighborhood Boundary
  - National Register Historic District
  - Current Zoning (City of Tucson Unified Development Code)
  - Allowable Re-zoning
  - Plan Area Development
- 
- C3 - C3 Zoning: 40' - 75', CoT General Plan Comparable Height: 100'
  - O3 Zoning: 25' Residential, 40' Nonresidential
  - C1 Zoning: 25' Residential, 30' Nonresidential
  - C2 Zoning: 40'
  - C3 Zoning: 75' (A-Loft: 86'-5')
  - R1 Zoning: 25'
  - R2 Zoning: 25'
  - R3 Zoning: 25' Single Family, 40' Multifamily/Nonresidential

Speedway/Campbell | Allowable Re-zoning Under Current Land Use Plans



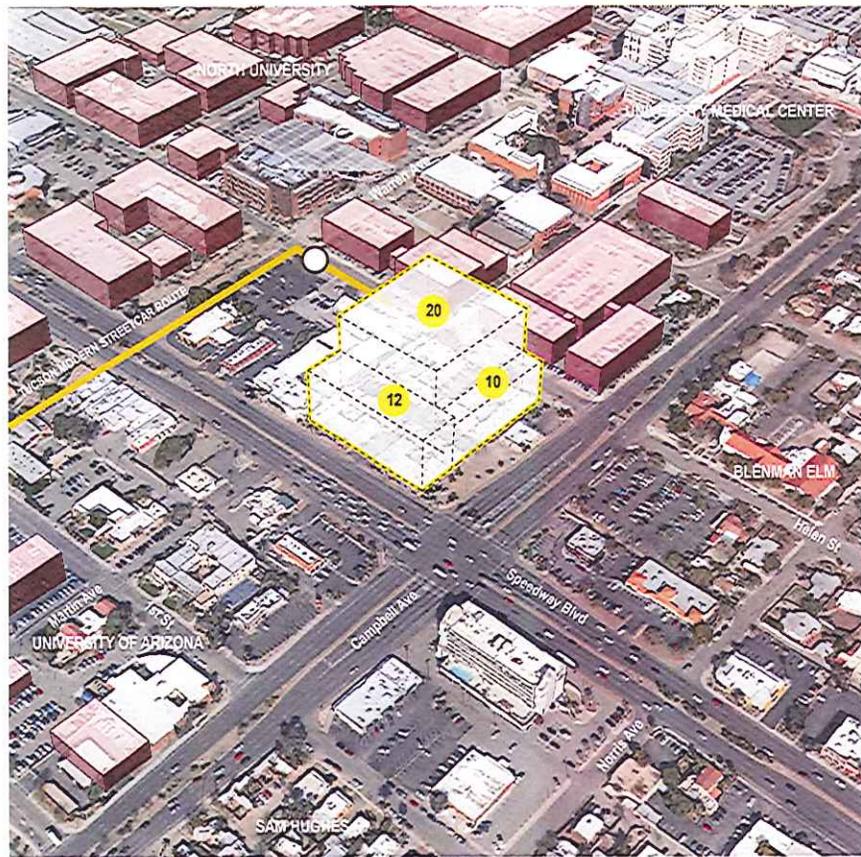


**Legend**

- Tucson Modern Streetcar Route
- U of A Campus Comprehensive Plan  
(Massing based on 2009 Campus Plan,  
Pending further revision in 2014 update.)
- Historic Neighborhood Boundary
- National Register Historic District
- Current Zoning (City of Tucson Unified Development Code)
- Allowable Re-zoning
- Plan Area Development
- 20 PAD: 250' or 20 Stories
- 12 PAD: 154' or 12 Stories
- 10 PAD: 130' or 10 Stories
- O3 Zoning: 25' Residential, 40' Nonresidential
- C1 Zoning: 25' Residential, 30' Nonresidential
- C2 Zoning: 40'
- C3 Zoning: 75' (A-Loft: 86'-5')
- R1 Zoning: 25'
- R2 Zoning: 25'
- R3 Zoning: 25' Single Family, 40' Multifamily/Nonresidential

Speedway/Campbell | Transit Oriented Development - Northwest Corner





Legend

- Tucson Modern Streetcar Route
- U of A Campus Comprehensive Plan  
(Massing based on 2009 Campus Plan.  
Pending further revision in 2014 update.)
- - - - - Historic Neighborhood Boundary
- National Register Historic District
- Current Zoning (City of Tucson Unified Development Code)
- Allowable Re-zoning
- Plan Area Development
- 20 PAD: 250' or 20 Stories
- 12 PAD: 154' or 12 Stories
- 10 PAD: 130' or 10 Stories

Speedway/Campbell | Transit Oriented Development - Northwest Corner



### 1 Narrow Streetscape

- Self shading through building masses
- Natural airflow through Venturi effect
- Outdoor activity all year



### 4 Facade

- South : horizontal louvers
- East/west : vertical fins



### 2 Courtyards

- Refreshing microclimate environment
- Shade



### 5 Green roofs

- Exterior space
- Thermal insulation



### 3 Orientation

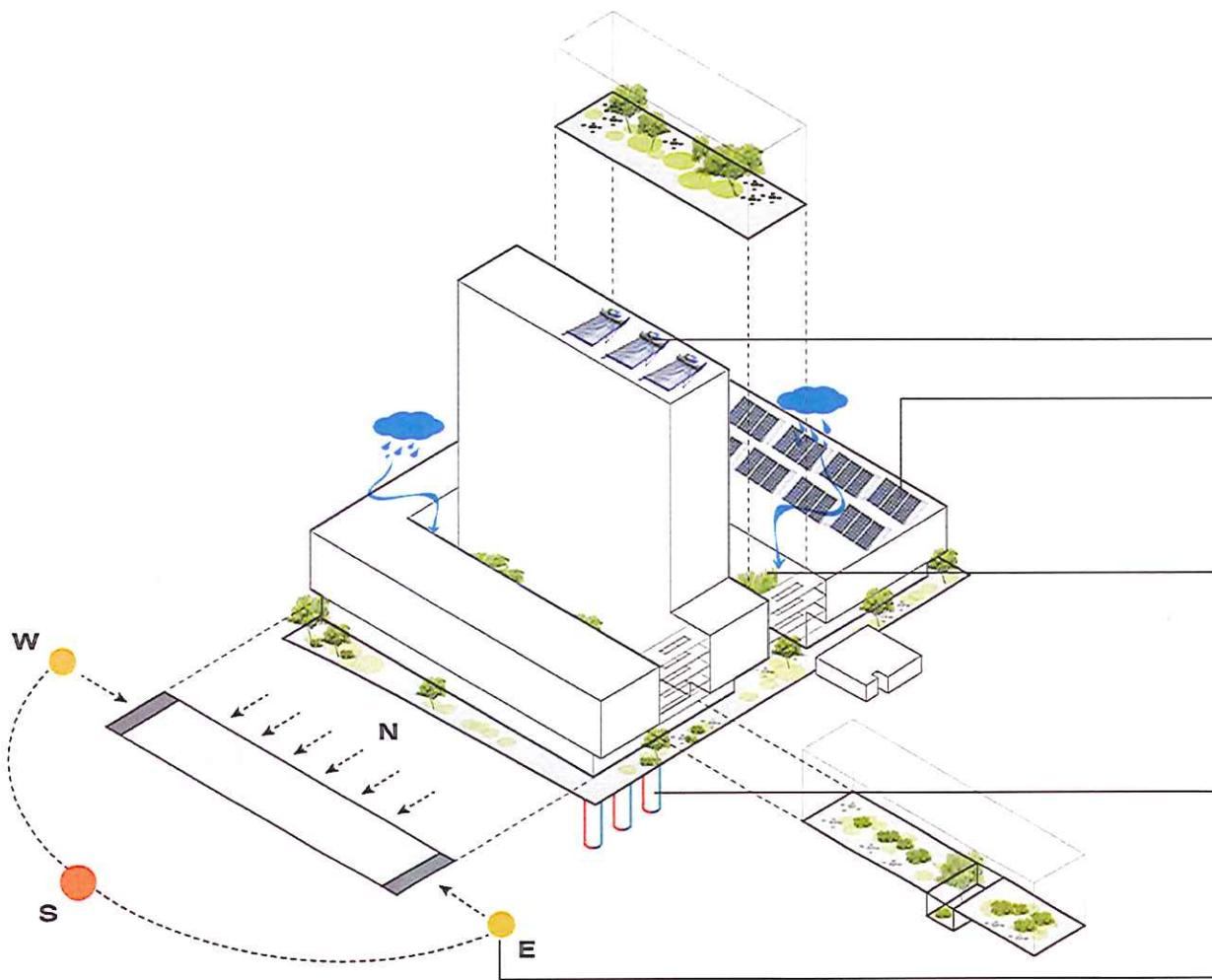
- Maximize northern and southern exposure
- Minimal harsh east/west exposure



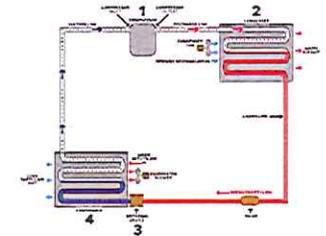
### 6 Water harvesting

- Reuse water to create landscaping and cool microclimates





**1 Efficient HVAC w/ Condensate Water Collection**

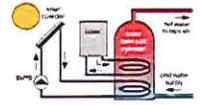


**2 Solar water heater**



**3 Photovoltaic Panels**

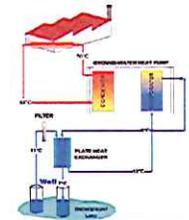
- Harvest solar energy
- Provide shade structure



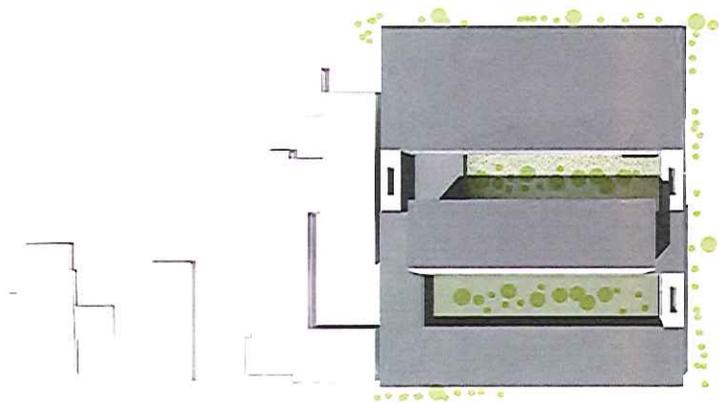
**2 Rainwater Harvesting**



**5 Geothermal Energy**



**6 Optimized Passive Solar Diagram**

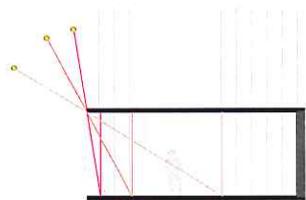


**Using the building masses to shade the public spaces.**

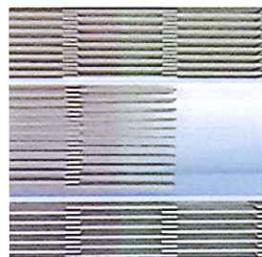
**Summer at noon**

Piazas ■ Shade ■ Proposed buildings ■

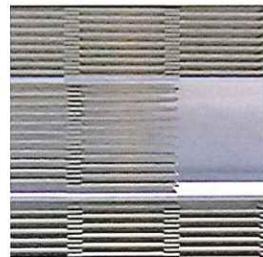
Vertical Section Through Facade and Typical Room in June 21 : Shading



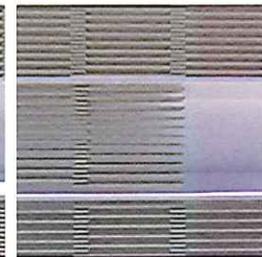
9 am



12 pm

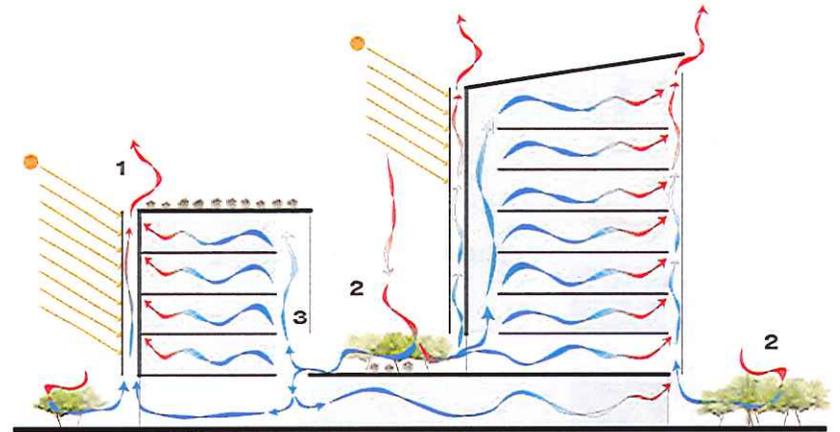


3pm

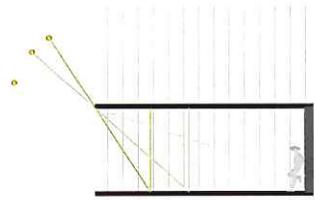


Passive Cooling Strategy

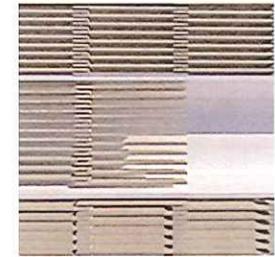
- 1 Cooling through Convection Effect
- 2 Refreshing Microclimate courtyards and streetscapes
- 3 Natural airflow through interior atriums



Vertical Section Through Facade and Typical Room in March / Sept 21 : Shading



9 am





■ The massing of the U of A buildings are based on the 2009 update of the Comprehensive Campus Plan. The U of A will update the CCP within the next year, so changes might be applicable.

## 5.2 Masterplan | View From Speedway Campbell Intersection

speedway & campbell | rick joy architects and shenkarow realty advisors



■ The massing of the U of A buildings are based on the 2009 update of the Comprehensive Campus Plan. The U of A will update the CCP within the next year, so changes might be applicable.

## 5.2 Masterplan | Looking East on Helen Street

speedway & campbell | rick joy architects and shenkarow realty advisors



The foreground shows ABOR owned land. All design features on this site are assumed only and are not representative of any real plan landscape by the U of A.

**5.2** Masterplan | View from Campbell Looking into Plaza

speedway & campbell | rick joy architects and shenkarow realty advisors



**Rick Joy Architects**

May 2014

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# Sign-In Sheet

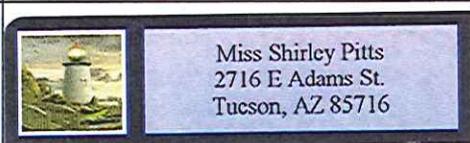
Full-Notice Neighborhood Meeting

Request to Amend the University Area Plan (UAP)

2.49-Acre Property near the Northwest Corner of Speedway Boulevard @ Campbell Avenue

May 8, 2014 -- 6:15 PM to 7:45 PM

Our Saviour's Lutheran Church (Koch Chapel) --- 1200 N. Campbell Avenue

Name	Street Address	Phone Number	Email Address
TERRY DAHLSTROM	135 N. SIERRA VISTA	520 326-3200	Terrydahlstrom@voicelco.com
Jicki Myerson		520 349-3492	jickielp@comcast.net
RICK BOZMUE	2201 N. NOBLE	520-326-3700	RICKBOZMUE@VOICELCO.COM
Mary Durham-Pflibsen	1932 E 10 <sup>th</sup> St 85719	5	marypflib@hotmail.com
VICK JOY	400 S. RUSSELL	520 548 4560	vickervickjoy.com
SHIRLEY PITTS		325 <del>326</del> 5361	

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Name	Street Address	Phone Number	Email Address
Patty Doar	2133 E Elm St		pdoar@arizona.com
Diana Lett	1309 N 1st Ave T/A (19)		paruni@dakotacom.net
Colette Altaffer	35 Sierra Vista Dr.		William. Altaffer @ azbar.org
MERT EDBERG	BIRTBABS		
TOM WERPER	871 S. MEYER		tomwerper@comcast.net
Matt Williams	528 N. 1st Ave		steksandstus@ yahoo.com

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Name	Street Address	Phone Number	Email Address
Mark Larson	2126 E Franita St.	520-261-4218	markkenlarson@gmail.com
Jenny Steven philip	1925 E Lee St	520 325-0270	Jennyptownsb6@gmail.com
Joan Hall	1441 E Eden	—	—
Mort Womack	2704 E Dradman St.		mortwomack@windspring.com
Linda Phelan	2704 E Dradman St.		
Tom Warren	70 W. CUSHING ST 85701		JLINVESTMENTS eave.com

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Name	Street Address	Phone Number	Email Address
Deanna Myerson	1	885-2549	orbsa101@yahoo.com
GERARD Coghlan Jeanie Stearns	231 N Serrano Vista Tucson AZ 85719	520-495-4444	rodccoghlan@att.net
Jim Purk	2105 E Elm St Tucson AZ 85719	495-5270	
Bruce Vaughan	1125 N. Vine Tucson AZ	621-1813	bvaughan@emal.unc.edu
Gang Wika	1800 E Speedway	326-2600	gang@dukehardware.com
Jill	720 N. Navajo Ave		

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Name	Street Address	Phone Number	Email Address
Patricia Gellin	1447 E Seveca	408-5824	pygellin@cox.net
Roger Hawlet	2029 E Maribel	795-3020	RJ144563@gmail.com
Doree & Ginny Graves	2040 n. Norton	822-8486	
Teresa Vasquez			
Sue Sanders	Feldmans		suesanders50@gmail.com
Molly Thrasher	Ward 6		mollythrasher@fresnoaz.gov

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Name	Street Address	Phone Number	Email Address
RICHARD SAINZ	2050 N NORTON	795-1040	RCS PACO LTD @MSN.COM
Donovan + Erin Durband	2834 E. Glena St.	940-0803	durband@gmail.com
David Gutierrez	1722 E Speedway	520-784-1837	dcars2677@yahoo.com
Colby HENZEL	1140 E-10 <sup>TH</sup> ST	520 977-3600	psam116@GMAIL.COM
R. MAYERS	628 N 3 <sup>RD</sup> Ave	—	case banc. 215 @jmsil.com
KATY + ALEX WILSON	2525 E HELEN ST	269- 6403	KATY WILSON 4 @ MCC.COM

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Name	Street Address	Phone Number	Email Address
Mark Raven		548-9181	mraven@vavlaw.com
George Milan		624-4010	Gmilan@datacom.net
Tom+Jackie Kison		325-6869	
Steve Prendergast		647-4381	sprendergast@aol.com
MICK TONEY	1135 N. NORRIS	7973785	TORTBELT@ <sup>WICD</sup> BLUE NET
Kevin Volk		326.3200	k.j.volk@gmail.com

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Our Saviour's Lutheran Church (Koch Chapel) --- 1200 N. Campbell Avenue

Name	Street Address	Phone Number	Email Address
Alice Roe	2318 E. Elm St	795-7370	alicer@dckotacox.net
Grace Rich	1340 N. Santa Rita	627-5659	
Lib Morgan	1315 E. Mabel St.	520 392-8308	emorgan28@cox.net
Mary Roberts	1724 E Speedway	520 326-8450	
Tom Porter	1545 E LINDEN ST	928 606-6605	
IAN & ELIZA KELLY	2015 E. Elm St	520-307-5096	idk@email.arizona.edu

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Our Saviour's Lutheran Church (Koch Chapel) --- 1200 N. Campbell Avenue

Name	Street Address	Phone Number	Email Address
Sandra Quijada	434 E 1st St	623-7171	quijada@cox.net
Vicki Meyerson	PO Box 64665	349-3492	Vicki@comcast.net
Les Pierce	Armed office N.A.		
Bill Ford	1227 N. 3rd Ave	623-0364	w/f@earthlink.net
Rich & Gladys Kenney	622 N. Plumer Ave	907-3480	tucsonliving@aol.com
William CRAIG	2043 E. THIRD ST	792-3137	wjccmay@gmail.com

## MEETING SUMMARY

PALM SHADOWS NEIGHBORHOOD MEETING MAY 8, 2014

Koch Chapel, Our Saviour's Lutheran Church

1200 N. Campbell Avenue

Notice Meeting Time: 6:15 PM to 7:45 PM

### Introductions and Project Overview.

The meeting started at 6:20 p.m. with a welcome and introduction of team members. Keri Silvyn began the presentation with an overview of the general plan amendment ("Plan Amendment") process. She explained the difference between the Plan Amendment process and the rezoning ("Rezoning") process that will occur if this Plan Amendment is successful.

Next, Richard Shenkarow introduced himself as the developer of the project as well as a life-long resident of Tucson. He described some of the projects that his company, Shenkarow Realty Advisors, has built, renovated, and/or managed, including Casas Adobes Plaza and El Dorado Square. He also provided background on the current project, explaining that he purchased Palm Shadows 20 years ago with the intent to make it into a gateway project in coordination with the City and the University of Arizona ("University"). He understands the Speedway & Campbell intersection is a "gateway parcel" and he is ready to move it forward with this exciting project.

Rick Joy of Rick Joy Architects introduced his firm as the project's lead architect, and provided a brief history of his connection to Tucson, both personally and professionally. He described some of the international projects his firm has recently worked on, including the Aman Resort in Utah and the Princeton University Station. He added that he is excited because this is the first project in eight years that will allow him to contribute to his hometown, a project where design and human use will be the main priorities.

Philipp Neher of Rick Joy Architects then provided an overview of the project site (with slides), focusing mainly on the current state of the project area. He began by providing an overview of the location, describing it as a gateway to the City of Tucson, adjacent to the new modern street car and appropriate for urban concentration. He described the area as lacking services, which could be partly remedied by the commitment of a major grocery retailer to this project. He noted that this project is also appropriate for the area because of the University, the University Health Science Center, and University Medical Center (collectively the "UHSC/UMC"), all of which make this a high density population area. Mr. Neher continued by

describing the current traffic and parking issues, and the focus of the project on the current site of Palm Shadows.

Mr. Neher then focused on the proposed project, providing an overview of the site design. He described the evolution of the site concept, beginning with what is currently allowed and progressing to what could be developed based on the addition of positive architectural features and the elimination of undesirable features. The result is a mixed-use development that would include a major retail grocery, office space and high-end residential units. The design and policies for the Plan Amendment would include additional height along the edges of the project with appropriate pedestrian scale, open space, and a 20-story (250-foot) tower near the center of the site. He also described the future traffic patterns for the site.

Mr. Neher concluded by stating that the Plan Amendment process would define the areas where the height will occur, and noted that height would be distributed based on the proximity to the neighborhoods, university, and the intersection. He added that the design will focus on creating outdoor space, developing an orientation based on the local environment, and creating an environmentally intelligent building façade (i.e. a façade that will protect from the sun in the summer, harvest the sun's heat in the winter). He then showed preliminary renderings of the building from the ground level.

The introductions and overview lasted until approximately 6:55 p.m.

**Question and Answers.** Questions and comments took place from 6:55 p.m. until just after 8:00 p.m., at which time many in attendance began to leave. Those remaining seemed generally satisfied that the meeting had fully covered the topic at hand, and the meeting became a series of small-group and informal discussions with various members of the project team. Below is a list of the questions and comments received during the Q&A period, together with a brief synopsis of the response given by the project team:

How much parking is needed? How will you coordinate with the University to prevent students from parking there? Neighbors don't want parking spillover into neighborhood.

*While the numbers provided at this Plan Amendment stage are all estimates, the approximate number of parking spaces should be around 1000 spaces (this could change as the process moves forward). Parking likely will be located in two below-ground levels, and five above-ground levels, with the ground floor dedicated to mixed uses. Standard parking controls will be used to control who uses the parking lot.*

A "two-step" project means you need the G.P. Amendment to be able to rezone?

*Yes, if we are not successful at this stage, we can only move forward with the zoning we have, which is C-3 and R-3.*

Why should an area plan be changed? Will this set a precedent for surrounding areas?

*General Plans are regularly amended every ten years. In the interim, there are changing conditions that can be addressed with property-specific amendments to the General Plans. Growth, sustainability, and the physical conditions of a specific site all are reasons that amendments to the Plan are requested. City staff reviews these amendments to determine whether or not they are justified; The Mayor and Council make the final decision. Regarding precedent, our amendment is geographically limited to this area, which is appropriate for transit-oriented development. It does not extend to other areas of the University Area Plan. The University Area Plan has been amended many times throughout the years as well.*

What height is permitted now in the University Area Plan?

*Current height allowance in the Plan is 100 feet based on surrounding context, which translates into 8 to 9 stories.*

What kind of square footage and uses are being proposed?

*The numbers provided at this Plan Amendment stage are all estimates, and we are proposing a mix of uses. We believe the total square footage for the grocery store will be approximately 40,000 square feet, with another 20,000-40,000 sq. ft. of additional retail. We are hoping the residential would be approximately 100 units and then a large component of office space. As the market changes, the mix might change as well.*

An attendee stated that she was excited about this project, especially because she would be able to walk to the grocery and restaurants, and she thinks it will be an incredible “shot in the arm” for Tucson’s economy and growth.

An attendee stated that everyone he knows is excited about the market/grocery store, but that height is a concern for some people in adjacent neighborhoods.

Can we run entitlements (Plan Amendment and rezoning) concurrently?

*No, they are two separate processes that cannot run concurrently by state law.*

What is the earliest developers can get entitlements, start construction, and open?

*The earliest for the approval of the Plan Amendment would be November 2014. After the Plan Amendment is approved, then the rezoning planning and preparation will take at least eight months, then another six months (or more) to go through the rezoning process.*

An attendee complimented team on the work, design, and the thought that is going into the project. He stated he missed the ease of living in a pedestrian neighborhood, and he hopes this project will provide this once again.

When can we see the language for the Plan Amendment?

*We are currently finalizing the amendment language, and will submit to the City in two to three weeks. The application and all the City staff comments are public record, and will be available. This is a dynamic process that will most likely involve changes as we proceed forward.*

I like the mixed use concept; what about student housing versus market housing?

*This is not a dorm, and not targeted towards students. The target market is faculty, University employees, empty nesters, and retirees who want to be closer to the hospital. These will be high-end units, and at this stage we estimate we will have 50-100 units.*

Will the residences be condominiums or apartments?

*At this stage, we are not sure if they will be apartments or condos.*

Who will own the project once it is built? Will you sell it once it is constructed?

*Mr. Shenkarow and his partners will own the project, and they have no plans to sell the project after it is built. They consider themselves "generational owners" and have no plans to change that concept for this project.*

Neighbors have storm water runoff concerns. Neighborhoods bear the brunt of these issues; please keep this in mind while designing (rainwater harvesting, etc.). This is the headwater of the adjacent flooding area; go above and beyond to deal with this issue.

*At the rezoning stage, we are required to provide an explanation of the drainage plan and follow the City's floodplain regulations. We will also incorporate rainwater harvesting. The process requires that we put a lot of energy into this issue, which we will do.*

Impact fees: will this project take advantage of the timing of City impact fee update and be exempt from Impact Fees?

*Because impact fees are paid at building permit stage, and we have 2 years of basic zoning entitlement work required prior to any building plans, we expect this project will pay impact fees.*

Where are other buildings in the Tucson area that are a similar height?

*Williams Center; 5151 E. Broadway; Downtown.*

Can you point to other buildings constructed with similar architectural concepts?

*Mr. Joy said that the beauty of this project is that it's the first time we have attempted this type of design, and that it will drive them to work harder.*

What is the overall budget for the project?

*At this stage of the project, it is impossible to determine the total budget.*

What is the philosophy of stopping the height at 20 stories/ 250 feet?

*We looked at what is a "gateway", the view sheds, shading, the balance of the parking with mixed-use space, and these all went into the current design. We balanced this with the fact that higher can be more elegant.*

What about the UMC helicopter negotiated flight pattern and impact of noise in the neighborhoods?

*We are aware of this issue, and have been provided a copy of the Memorandum of Understanding between UMC and the adjacent neighborhoods. We have already spoken to a person who does noise analysis related to helicopters, and understand the negotiated flight path. At the rezoning stage (once we have a better idea of the actual location of the tower and building materials), we will work with the adjoining neighborhoods on any required noise studies and/or issues with the flight path.*

An attendee expressed concerns about the project team working with City staff.

*We work with City staff on a regular basis, and will continue to do so on this project.*

An attendee said that the project team should show artwork in presentations that reflects the proposed heights.

*Future presentations will include renderings to show full height.*

Will the City participate in increasing capacity on adjacent streets?

*If a project has an impact on streets, then that project pays to mitigate the impact. This will be worked out at the rezoning phase.*

What is happening to the west/south on University land?

*The University is updating its Comprehensive Campus Plan (CCP). The University controls the adjacent land; we are moving forward with our project on the land we control, and will participate in the University's update to its CCP.*

Peak traffic hours are crazy at that intersection; how much more traffic will this bring?

*At the rezoning stage, we will do a traffic impact analysis to help us understand the impacts and the possible mitigation of those impacts.*

What about the lights? You will need to mitigate the spillover into neighborhoods.

*We are aiming for a project with a "soft glow" and will work hard to keep foot candles down. We must comply with the City's Outdoor Lighting Code as well.*

An attendee commented that people will be living in a vertical structure and using the streetcar, and that these two factors will reduce the impact of the development on the area. She added that this will enhance the area.

What is your expectation of how this development will impact land across Campbell?

*We are hopeful that this will raise the bar for the area, as this project will have world-class architecture. We also expect that this development will prompt the City, University and surrounding neighborhoods to think about the entire intersection as a gateway.*

Is this being designed so adjacent properties can be master-planned with this site?

*We have flexibility, but the University has discretion regarding its participation.*

An attendee commented that he is happy with this project, but wished Babcock was coming down.

An attendee brought up traffic concerns, and noted that the Planning Commission will be asking hard questions.

*The rezoning will address the traffic issues, and the Planning Commission is accustomed to handling these types of questions and issues.*

An attendee commented that she chose to live in a historic neighborhood – with single-story and two-story smaller houses – and worried that the height of this project changes that context. She chose not to live downtown and is worried about changing context. This project feels incongruous.

An attendee commented that this is a really positive step in restoring connectivity that the University disrupted.

An attendee commented that she is looking forward to a well-designed project by a world-renowned architect.

An attendee commented that there are examples across the country of projects like this that help to enhance adjacent historical neighborhoods.

**Conclusion:** The meeting concluded shortly after 8:00 p.m.

## Draft Language

### Request to Amend the University Area Plan (UAP)

This plan amendment application proposes adding the following new section to the existing University Area Plan (UAP):

#### **Section 3.G. Helen-Warren Station Area (HWSA)**

The Helen-Warren Station Area (HWSA) is established in recognition of the new 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 purpose of the HWSA is to provide a framework for the development of nearby properties in a way that is consistent with the opportunities which the streetcar station provides, as well as to promote other multi-modal transportation opportunities.

The HWSA does not have a strict physical boundary, but is generally comprised of the area in and around the intersection of Speedway Boulevard and Campbell Avenue, with particular recognition being given to the northwest quadrant of the intersection where the Helen-Warren station is located. The HWSA includes only those properties identified within specific Sub-Areas, each of which will constitute an amendment to this Section and will proceed through the established plan amendment public process.

This Section 3.G will be implemented by a series of *Policies* and *Guidelines* for each delineated Sub-Area. A *Policy* is a statement of principle or of guiding action that implies a clear commitment and which is viewed as a firm standard; a *Policy* must be demonstratively met at the time of any rezoning. A *Guideline*, on the other hand, expands on the overall policy direction by providing complementary direction or by illustrating ways to meet the policy objectives. While *Guidelines* provide direction, alternative methods and approaches can be utilized to achieve the overall *Policy* direction if sufficient justification is provided.

#### **Sub-Area 1**

Sub-Area 1 is hereby established, as illustrated on the attached Exhibit 3.G.1, comprising that approximately 2.49-acre property located north and west of the intersection of Speedway Boulevard at Campbell Avenue and being pursuant to the policies below.

**Intent Statement:** The intent of Sub-Area 1 is to provide for a mixed-use development, consistent with the primary Sub-Goals defined below, that complements the Helen-Warren streetcar station.

**Sub-Goals:** Promote a complement of *land uses* that is appropriate for a transit-oriented infill development; this mix of uses could include indoor and outdoor commercial retail and services, restaurants, a full-size grocery, professional offices, and residential condominiums.

Promote *compatibility with the surrounding* commercial, retail, and University of Arizona/University Health Sciences Center land-use context as it currently exists and as it is planned for the future.

Promote *access to and facilitate various modes of transportation, including vehicular, bicycle, pedestrian, bus transit, and streetcar.*

Promote *recognition and the consideration of the established residential neighborhoods* located to the north, east/northeast, and southeast of the Sub-Area by establishing a vehicle for on-going communication and interaction; use this vehicle to reasonably *address pertinent neighborhood issues and provide for appropriate safeguards.*

Incorporate *pedestrian spaces and streetscapes* into the project that provide for both active and passive outdoor activities and which also complement and benefit the mix of land uses provided.

Provide appropriate *design guidelines and a coordinated plan*, in both architecture and landscape architecture, that creates an integrated, urban environment.

The above Sub-Goals will be advanced by the specific *Policies* and *Guidelines* presented below. These *Policies* and *Guidelines* supersede any conflicting language elsewhere within the University Area Plan.

### **Land Use and Compatibility**

**Policy 1:** Provide for commercial/retail, restaurant, office, grocery and residential uses in a mixed-use, integrated mid-rise and high-rise building framework.

**Policy 2:** Allow for the inclusion of adjacent Arizona Board of Regents (“ABOR”) lands into the project in the event that UA elects to participate. In this event, the UA’s participation is considered in accordance with this Section and with the policies of this Sub-Area 1, such that incorporation of ABOR lands into the project can occur in conjunction with a rezoning/Planned Area Development application and shall not require a separate plan amendment to the UAP.

**Guideline 1:** In accordance with the spirit and intent of established policies within the University Area Plan (see Section 7), on-going coordination and interaction by the owner/developer of Sub-Area 1 is encouraged with University of Arizona regarding its adjacent properties, UA plans for same, and their potential incorporation into the project by way of a public-private partnership or appropriate alternative mechanism.

**Guideline 2:** Ensure coordination with the UA Comprehensive Campus Plan as it exists and as it is periodically updated by the University.

**Transportation: Vehicular Circulation & Access to Various Modes**

**Policy 1:** Primary vehicular access to and from the site shall occur via Helen Street; secondary access only shall be allowed to and from Speedway Boulevard.

**Policy 2:** Traffic and transportation impacts of the proposed development, as well as provisions for alternative modes, shall be studied in detail; the proposed development shall proceed subject to a Traffic Impact Analysis (TIA) as reviewed and approved by the Department of Transportation.

**Policy 3:** The developer shall pay its fair share cost of off-site transportation or traffic improvements necessary to serve the proposed development and address its impacts; the extent of the contribution shall be determined in conjunction with a TIA approved by the Department of Transportation.

**Policy 4:** Parking facilities as required to serve the proposed complement of land uses will be wholly accommodated on-site. Within the rezoning/Planned Area Development process, parking calculations and analyses shall be provided to reflect the mixed-use nature of the project, the varying demand times associated with the uses, existing and planned transit opportunities in the vicinity, and other multi-modal opportunities.

**Coordination with and Protection of Surrounding Neighborhoods**

**Policy 1:** Promote the creation of a neighborhood liaison group, with individuals from the surrounding neighborhood associations, to insure neighborhood input and feedback throughout the design and rezoning process. The liaison group and the developer shall also work together in mutual good faith to reasonably address the specific issues outlined in the Guidelines below.

**Guideline 1:** An analysis will be provided that assesses viewshed impacts and illustrates project visibility from a variety of surrounding vantage points, most notably from those in the existing residential neighborhoods to the north, northeast, east, and southeast.

**Guideline 2:** Sun-reflection and shade studies will be provided as necessary to understand the impacts of the development on the above residential neighborhoods.

**Guideline 3:** In recognition of existing drainage issues impacting neighborhood areas downstream of Sub-Area 1, a drainage analysis will be prepared at the time of rezoning. In addition to standard measures required by the Planning &

Development Services Department (PDSD), additional methods of containment will be discussed and evaluated to accommodate run-off on-site, including water harvesting features, both passive and active.

**Guideline 4:** Consideration of and provisions for privacy protection will be given to those outlying neighborhood residents whose properties are visible from the high-rise portion of the project.

**Guideline 5:** An assessment will be provided as to the impacts, if any, of the proposed high-rise building on helicopter flight paths serving the University Health Sciences Center.

### Urban Design

**Policy 1:** Building massing and placement shall be organized so as to provide visual variety and create urban open spaces or plaza areas.

**Policy 2:** Building massing and placement shall be organized so as to provide view penetration into the project from perimeter vantage points.

**Policy 3:** Efficient and easily-identifiable pedestrian way-finding shall be provided between primary building entrances and the Helen Street streetcar station.

**Policy 4:** Building heights, number of stories, and massing envelopes shall be in accordance with those as illustrated on Exhibit 3.G.2.

**Policy 5:** The twenty-story, 250' building height allowance illustrated on Exhibit 3.G.2 shall be limited to no more than 33% of the envelope delineated on the Exhibit.

**Guideline 1:** The project should demonstrate an architecture that recognizes and respects the Sonoran Desert environment by addressing climate, consideration of sun angles and shading, and incorporation of energy and water conservation building principles on a high-rise scale.

**Guideline 2:** Building design and organization should ensure appropriate transitions (in terms of height and massing), recognize existing project perimeters, interface well with adjacent streets, and generally demonstrate a sense of proportion with the project's surroundings.

**Guideline 3:** The project design should demonstrate a recognition of the specific site conditions, both existing and planned, and represent a building profile and form that integrates with this context.

- Guideline 4:** The project should generally provide for a pedestrian-friendly environment that facilitates both the active and passive pedestrian enjoyment of outdoor spaces and which provides for a comfortable and interesting pedestrian experience that is complemented by the mix of land uses provided.
- Guideline 5:** Primary building entrances are encouraged from the interior pedestrian spaces or plazas, as well as from the exterior/perimeter sidewalk locations.
- Guideline 6:** The design of building facades should foster a streetscape setting that is enjoyable and interesting for the pedestrian. The perimeter sidewalks along the site's Speedway Boulevard frontage should be a comfortable pedestrian environment.
- Guideline 7:** The design of all pedestrian areas and outdoor spaces shall incorporate design elements, street furniture, and landscaping materials that complement the building designs and which demonstrate a coordinated, cohesive design statement and plan for the entire project.
- Guideline 8:** The project shall recognize the potential need for pedestrian connectivity to the other three corners of the Speedway Boulevard/Campbell Avenue intersection and shall provide, as part of the rezoning process, a preliminary analysis of this potential need as the four corners redevelop over time in more dense and intensive ways.

**LAND USE PLAN POLICIES**

Plan Tucson – 2013

Chapter 3 – The Economic Environment

Business Climate:

- BC2 Continue to develop and implement local strategies, services, and incentives to enhance Tucson’s business climate.
- BC5 Foster the success of commercial areas, including downtown; major corridors; and arts, entertainment, and business districts through targeted investment, incentives, and other revitalization strategies.
- BC7 Brand and market Tucson’s business climate by promoting local assets such as the downtown and University of Arizona, the modern streetcar line, Tucson’s cultural heritage, diversity, and events; and the outdoor life style and scenic beauty of the Sonoran Desert.

Chapter 3 – The Built Environment

Goals:

- 25 An urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods.

Future Growth Scenario Map – Campus Areas

Campus areas include and surround large master-planned educational, medical, or business facilities. A fully-realized campus area serves the local workforce and student population and includes a range of housing, a variety of retail opportunities, and convenient transit options. Campus areas often accommodate businesses that are the spin-off of economic development opportunities generated by the primary employers. Existing examples include the University of Arizona, Pima Community College, Tucson Medical Center, Saint Joseph’s Hospital, Saint Mary’s Hospital, University Physicians Hospital, and the Veterans Affairs Medical Center.

Land Use, Transportation, & Urban Design Policies:

- LT1 Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character.
- LT3 Support development opportunities where:
  - a. residential, commercial, employment, and recreational uses are located or could be located and integrated
  - b. there is close proximity to transit
  - c. multi-modal transportation choices exist or can be accommodated
  - d. there is potential to develop moderate to higher density development

- e. existing or upgraded public facilities and infrastructure provide required levels of service
- f. parking management and pricing can encourage the use of transit, bicycling, and walking

- LT4 Ensure urban design that:
- a. is sensitive to the surrounding scale and intensities of existing development
  - b. integrates alternative transportation choices, creates safe gathering places, and fosters social interaction
  - c. provides multi-modal connections between and within building blocks
  - d. includes ample, usable public space and green infrastructure
  - e. takes into account prominent viewsheds
- LT9 Locate housing, employment, retail, and services in proximity to each other to allow easy access between uses and reduce dependence on the car.
- LT13 Continue to explore and monitor opportunities to increase the use of transit, walking, and bicycles as choices for transportation on a regular basis.

Guidelines for Development Review that Apply to All Locations & Types of Development:

- LT28.1.7 Preserve and strengthen the distinctive physical character and identity of individual neighborhoods and commercial districts in the community.
- LT28.1.8 Support land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and enhance the historic and cultural quality within the greater Downtown. Continue to work with the University of Arizona, private developers, and neighborhood groups to enhance these linkages and Downtown design character.
- LT28.1.9 Support strategically located mixed-use activity centers and activity nodes in order to increase transit use, reduce air pollution, improve delivery of public and private services, and create inviting places to live, work, and play.
- LT28.1.10 Consider special zoning districts, such as Planned Area Developments (PAD) or overlay districts, as a way to promote the reuse of historic structures, foster mixed-use activity nodes, pedestrian and transit-oriented development areas, and pedestrian-oriented districts in areas suitable for redevelopment or enhancement.

Guidelines for Development Review that Apply to the Mixed-use Centers & Campus Areas Building Block:

- LT28.5.1 Support development in or adjacent to existing regional and community-level activity centers that will:
- a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-used activity centers;

- b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;
- c. Support alternate modes of transportation;
- d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;
- e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and,
- f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes, public sidewalks and walkways, and separating them from auto traffic access.

LT28.5.8 Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.

University Area Plan-1989

Section 1: Overall Goals Of The University Area Plan

2. Promote cooperation between neighborhoods, private developers, the City of Tucson, and the UA to ensure that new development is sensitive to local neighborhood concerns and supportive of adopted city-wide policies.
3. Recognize the nature and potential of the University and its immediate surroundings as a relatively compact, pedestrian-oriented regional activity center, and work to strengthen the identity and quality of this area consistent with city-wide and neighborhood goals (see City of Tucson General Plan).

Section 3: Land Use and Development

Section 3.A: General Policies

3. Support new development on the perimeter of residential areas which serves to protect and enhance the quality of life for neighborhood residents.

Section 3.D: Mixed Use Development

1. Except in the West University Transition Area, vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas;
2. Commercial activity is located at the street level, and is connected to the public sidewalk system.
3. Tenant mix offers goods and services oriented to local residents and compatible with the neighborhood; and
4. Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas.

Section 4: Transportation

9. Support the continued development of alternate modes of transportation facilities throughout the University Area, including the expansion of existing transit, bicycle, and pedestrian access to the UA regional activity center. For example, support the implementation of the proposed Mountain Avenue Bicycle Corridor demonstration project. (Map 7)
10. Support the enhancement of physical access between the UA, Fourth Avenue, and Downtown Tucson, while maintaining or reducing volumes of auto traffic. For example, encourage the continued development of trolley and/or streetcar service connecting the UA with Downtown Tucson via University Boulevard and Fourth Avenue.
11. Undertake a coordinated City-University transportation study to develop a balanced multi-modal transportation network which enhances travel efficiency to UA regional activity center while reducing impacts of auto traffic on surrounding neighborhoods. This *Plan* would update the 1983 *Joint Comprehensive Circulation Study* (Barton-Aschman).

Section 7: University of Arizona

2. Support continued efforts to coordinate adopted City policy with the policies of the University of Arizona *Comprehensive Campus Plan* in the development of streets and other infrastructure serving the campus, and in the development of new land uses at the campus planning area perimeter.