



PLANNING COMMISSION

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

DATE: August 20, 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
Public Hearing (Ward 6)

Issue – This application represents a proposed plan amendment to the *University Area Plan (UAP)* submitted by Jim Portner of Projects International representing the owners of the 2.49-acre, Palm Shadows Apartment property. The applicant is seeking to address *UAP* policy direction for mixed use development, 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. This new section 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 transportation, including walking, bicycling, and the modern streetcar. The applicant proposes a development that includes a 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.

University Area Plan Overview – This is a policy-based plan in that there is no conceptual land use map. The *UAP* policy direction recognizes the nature and potential of the UA and its immediate environs as a relatively compact, pedestrian-oriented regional activity center, and promotes strengthening the identity and quality of the UA area consistent with City-wide and neighborhood goals. These policies support the consolidation of adjacent development parcels to provide integrated circulation and access, and a mix of land uses.

While the *UAP* can support 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)

Section 3.G. Overview – This new section sets up a framework that the PAD document will be transit-oriented in urban design and include a more public involvement program. Section 3.G creates Sub-Area 1 which provides policies and guidelines specific for the proposed development 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. Also this amendment allows that adjacent Arizona Board of Regents (ABOR) properties as identified in Exhibit 3.G.1 could be included in the PAD rezoning application in the event that the University of Arizona elects to participate in the applicant's project.

Section 3.G addresses the following through policies and guidelines:

- Land Use and Compatibility, commercial/retail, restaurant, office, grocery and residential land uses, in a transit-oriented building framework that is compatible with the University of Arizona and surrounding neighborhoods.
- Transportation, principal vehicular access onto Helen Street, with secondary access onto Speedway Boulevard for fire/emergency, disabled and grocery delivery access; recognizes that the developer shall pay for its fair share cost of off-site transportation improvements; and parking facilities will be wholly accommodated onsite.
- Coordination with and Protection of Surrounding Neighborhoods, creates neighborhood liaison groups, requires developer to assess and provide mitigation for any impacts involving viewshed, sun-reflection/shade studies, drainage issues, privacy issues from balconies and building windows.
- Urban Design, qualifies building massing and placement, outdoor spaces and streetscape, pedestrian and bicycle connectivity, and heights, including any future ABOR parcels that might be incorporated into Sub-Area 1 during PAD/rezoning process.

Recommendation: It is recommended that the Planning Commission forward the proposed amendment to Mayor and Council with a recommendation to amend the *University Area Plan* by adding Section 3.G. Helen-Warren Station Area, Sub-Area 1 (see Attachment C).

Planning Commission Action: On July 16, 2014, the Planning Commission held a study session on the plan amendment request. The Planning Commission recommended that this case be set for public hearing on August 20, 2014, with an expanded notice area. Staff clarified to the Planning Commission that they will be asking for further direction from Mayor and Council to study this area based on the outcome of this project as part of the streetcar land use planning project. One of the Commissioners commented that although this amendment site had potential for a good project, he had some concerns with height and design elements, and would like to see these concerns addressed at the next meeting.

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 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 Sam Hughes neighborhood which is a National Register Historic District, and to the southwest the University of Arizona campus.

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

To the west is C-1, R-1, and R-3 zoning, with the Arizona Board of Regents properties, 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 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: Per direction by the Planning Commission to expand the amendment notice area, the applicant is holding a neighborhood meeting on August 14, 2014 to identify the expanded amendment area. At this time the applicant will not have provided staff with the neighborhood meeting information but it will be provided at time of the public hearing.

The applicant held an informal meeting with key neighborhood leadership on July 31, 2014 to continue discussing and reviewing the proposed amendment policy draft (Attachment F). Issues discussed included vehicular access, parking analysis methodology, inclusion of noise reverberation guidelines, pedestrian accessibility from site to surrounding areas, and building height. Applicant stated that they will specifically write into the PAD that height cannot be increased administratively, and that the height allowance they are asking for is strictly limited to their site. The applicant explained that the amendment allows for them to enter into a public/private partnership with ABOR prior to the PAD rezoning. If ABOR joins their project then height allowances would be addressed in the PAD process to reach an acceptable limit. The applicant recapped next steps in the project including additional outreach meetings with surrounding neighborhood associations.

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 proposed 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 properties as identified in Exhibit 3.G.1 for inclusion in accordance with the policies and guidelines of 3.G. Sub-Area 1, thus allowing future planning options for the University's Campus Plan.

It is recommended that the Planning Commission forward this item to Mayor and Council with a recommendation to amend *University Area Plan* by adding Section 3.G. Helen-Warren Station Area, Sub-Area 1. Based on the findings below:

Findings

- Is consistent with *Plan Tucson*.
- Recognizes University area is a compact, pedestrian-oriented, regional activity center.
- Fosters linking Downtown, Fourth Avenue and University of Arizona.
- Supports modern streetcar and public-private partnership opportunities.
- Provides new transit-oriented development that supports multi-modal transportation networks.
- Supports efforts to coordinate City policy with the University of Arizona's Comprehensive Campus Plan.

Attachments:

A: Notice Map

B: Context Map

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

D: Background Material

E: Land Use Plan Policies

F. Neighborhood Leadership Meeting Notes – July 31, 2014

Speedway Blvd / Campbell Ave Plan Amendment

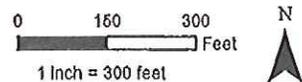
Attachment A

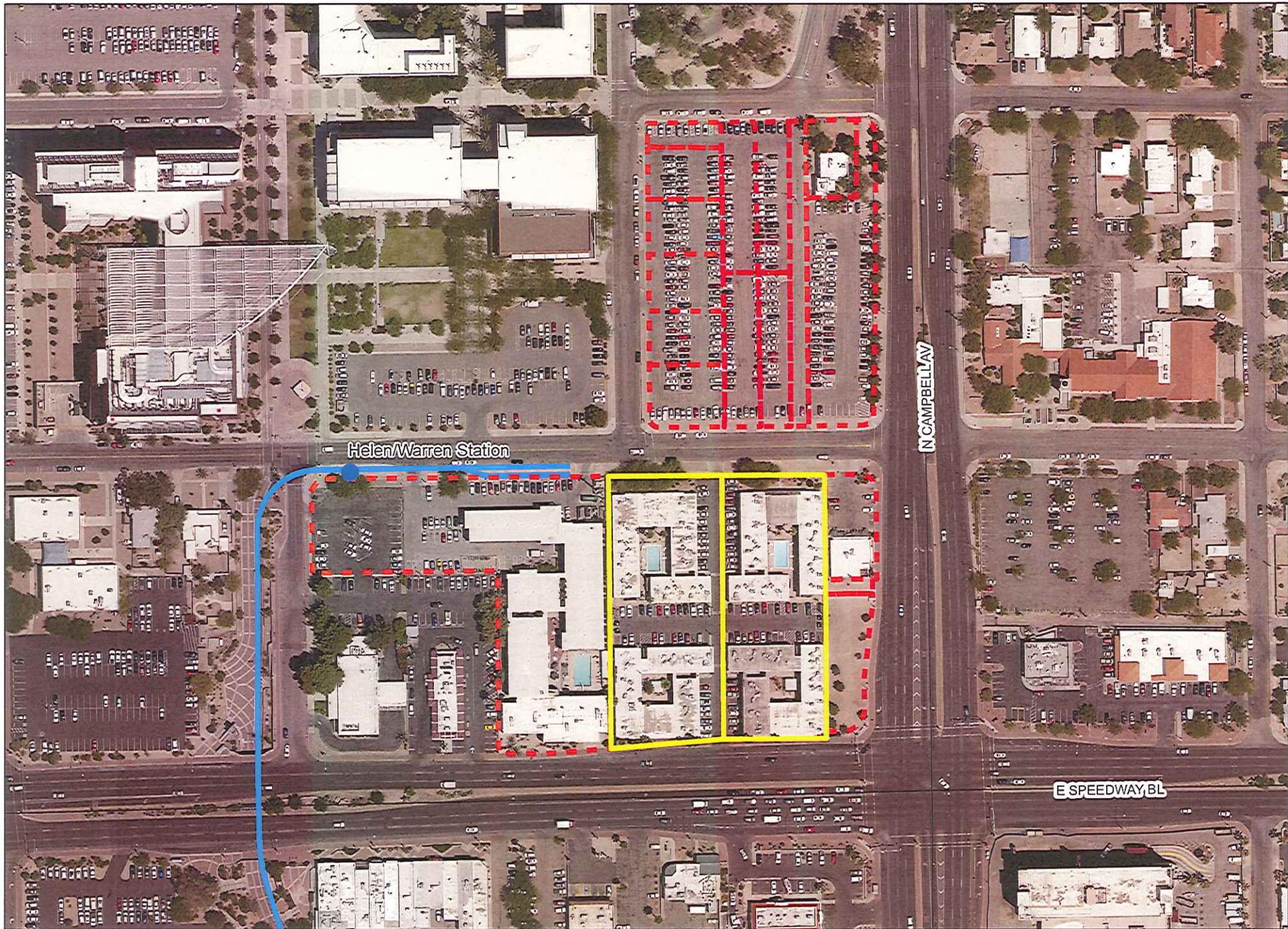


-  Plan Amendment
-  300' Notification Area
-  Zone Boundaries



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





Amendment Site - Sub-Area 1

Arizona Board of Regents (ABOR) Properties for potential future incorporation into Sub-Area 1 at ABOR/UA discretion



Created By: Planning & Development Services
Date: 7/7/2014

Proposed Language Request to Amend the 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 in conjunction with it.

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 those properties north and west of the intersection. The HWSA will be definitively comprised of a set of formally delineated Sub-Areas, each of which will constitute an amendment to this Section and which will proceed through the established plan amendment public process.

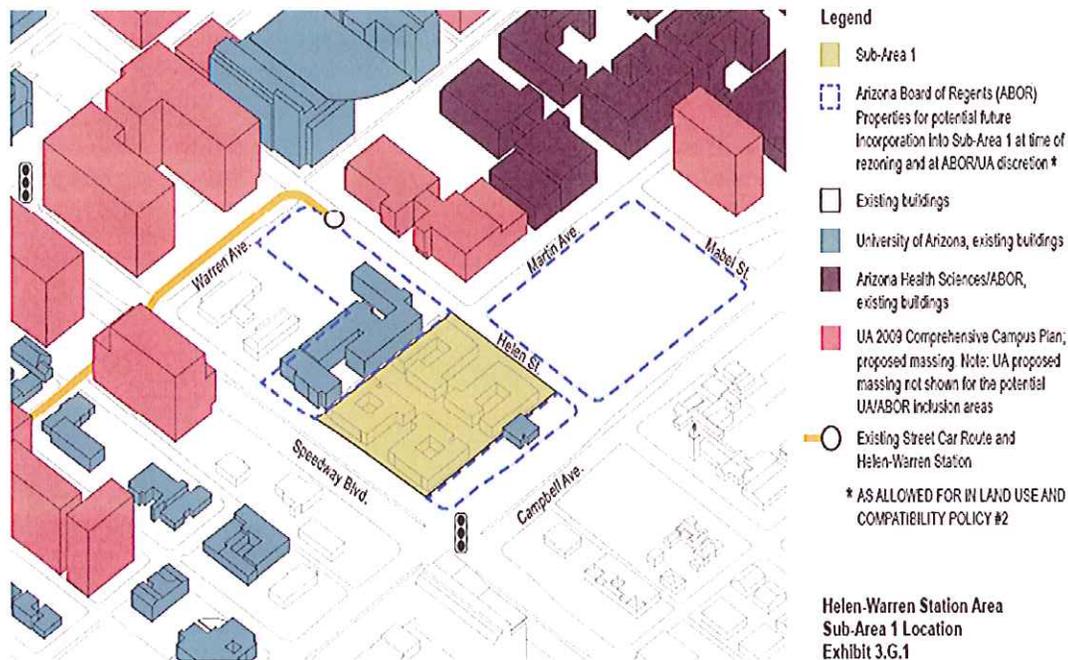
This Section 3.G will be implemented by a series of *Policies* and *Guidelines*, for each delineated Sub-Area. A *Policy* is a statement of principle or of guiding action that implies a clear, specific commitment and which is viewed as a firm standard; a *Policy* must be demonstratively met at the time of any rezoning. A *Guideline*, on the other hand, expands on the overall policy direction by providing complementary or supplemental 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 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 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 or leased apartments.



Promote *compatibility with the surrounding* commercial, retail, University of Arizona, and Arizona 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 others, elsewhere within the University Area Plan, in the event that conflicts arise between the two.

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: Principal vehicular access to and from the site shall occur via Helen Street; fire/emergency, disabled and grocery delivery 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.

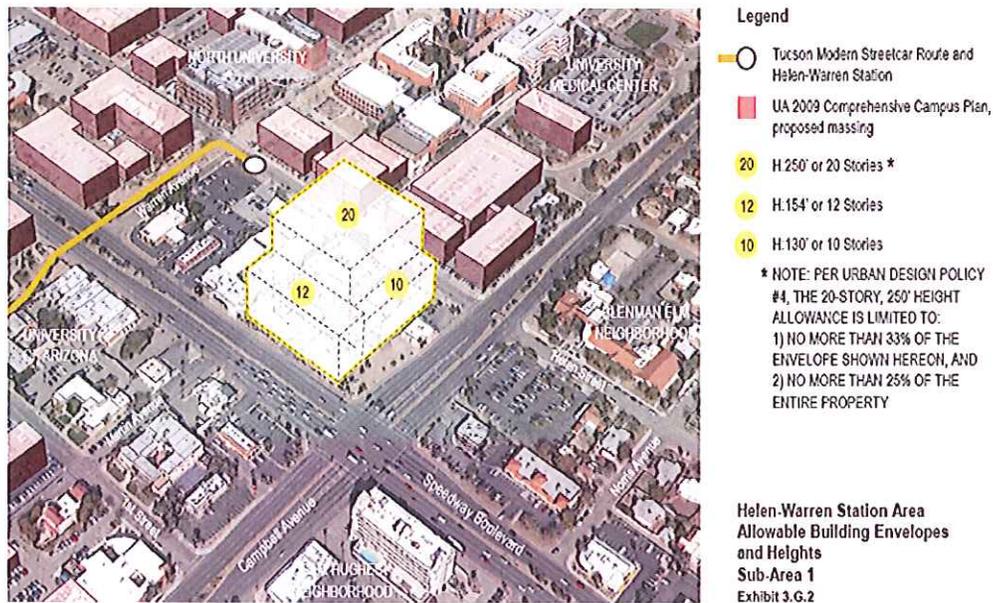
Policy 4: Parking facilities as required to serve the proposed complement of land uses will be wholly accommodated on-site. Within the rezoning/Planned Area Development process, parking calculations and analyses shall be furnished to reflect the mixed-use nature of the project so as to insure that the parking provided is based upon actual usage, not upon a mere aggregation of the normal Unified Development Code (UDC) parking requirements for each individual use. The actual-usage calculations shall account for the varying demand times associated with the mix of uses, existing and planned transit facilities in the vicinity, existing bike routes, 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 specific membership structure, procedures and duties of the group will be detailed in the future Planned Area Development (PAD) document during the rezoning process. The liaison group and the developer shall 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. The results of the studies will be shared and discussed with the neighborhood liaison group during the rezoning/PAD process to determine associated mitigation measures, if any.
- 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 evaluated to accommodate run-off on-site, including water harvesting features, both passive and active. The results of this evaluation will be discussed with the neighborhood liaison group during the rezoning/PAD process as it relates to the mitigation of downstream drainage impacts attributable to Sub-Area 1, if any.
- Guideline 4:** Building windows and balconies are permitted to face in all directions, with the attendant understanding that 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 the flight paths and associated noise of the helicopters serving the Arizona Health Sciences Center. The results of this assessment will be shared and discussed with the neighborhood liaison group during the rezoning/PAD process to determine associated mitigation measures, if any.

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 and bicycle way-finding shall be provided between principal building entrances and nearby transportation facilities, including the Helen Street streetcar station, Sun Tran bus stops, established bike routes, and existing pedestrian linkages to major nearby uses, such as the University of Arizona campus and Arizona Health Sciences Center.
- Policy 4:** Building heights, number of stories, and massing envelopes shall be in accordance with Exhibit 3.G.2. The twenty-story, 250' building height allowance illustrated on this Exhibit shall be limited as follows: 1) it shall comprise no more than 33% of the 20-story building envelope's ground area as delineated on the Exhibit, and 2) it shall comprise no more than 25% of the entire property's ground area.



- Policy 5:** In the event that adjacent ABOR parcels are incorporated into Sub-Area 1 during the rezoning/PAD process as allowed for under Land Use and Compatibility Policy #2, building placement, massing and heights shall be in keeping with the spirit and intent of the relevant Urban Design Policies and Guidelines herein and shall be finalized in conjunction with the neighborhood liaison group as part of the rezoning/PAD process.
- Guideline 1:** The project will 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 will 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 will 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 will generally provide for a pedestrian-friendly environment that facilitates both the active and passive pedestrian enjoyment of functional and well-designed outdoor spaces and which provides for a comfortable and interesting pedestrian experience that complements the mix of land uses provided.
- Guideline 5:** Principal building entrances will be provided from the interior pedestrian spaces or plazas, and not solely from the exterior/perimeter sidewalk locations.
- Guideline 6:** The design of building facades will 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 and bicycle connectivity to the other three corners of the Speedway Boulevard/Campbell Avenue intersection as all four of these corners redevelop over time in more dense and intensive ways. As part of the rezoning/PAD process, a conceptual projection of redevelopment massing for the four corners shall be developed and shall identify appropriate points of pedestrian and bicycle linkage between the developments.

Attachment D: Background Material



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

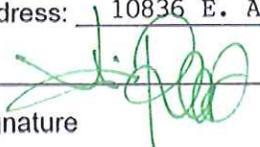
Email: suresh@firstpioneerproperties.com

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 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

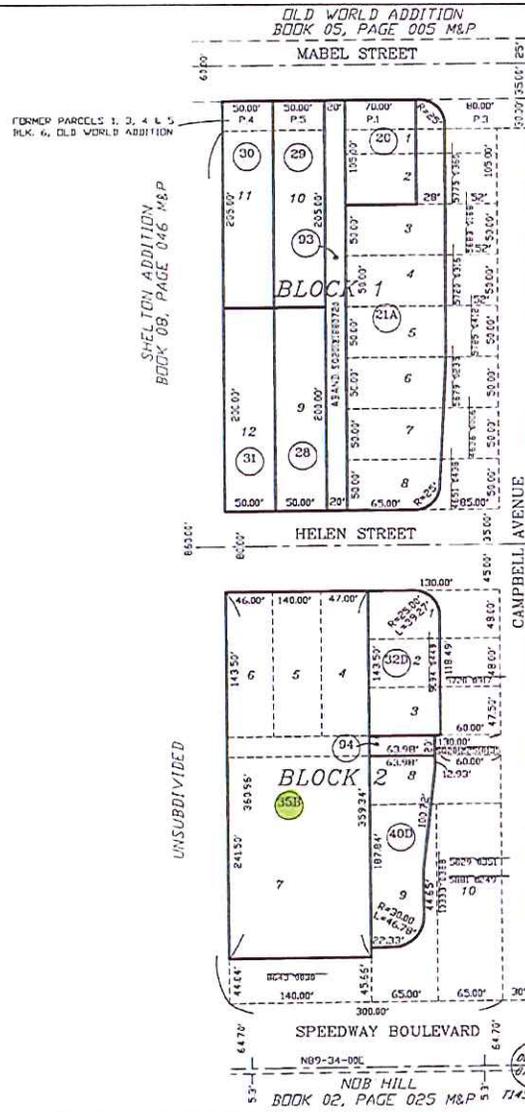
- Policy 1:** Primary building entrances shall be provided from the interior urban/pedestrian spaces or plazas, as well as from the exterior streetscape locations.
- Policy 2:** Efficient and easily-identifiable pedestrian linkages and access shall be provided between the primary building entrances and 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.

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



DILSEN'S ADDITION
 BOOK 04, PAGE 088 M&P

SHELTON ADDITION
 BOOK 08, PAGE 046 M&P

FORMER PARCELS 1, 2, 4 & 5
 BLK. 6, OLD WORLD ADDITION

OLD WORLD ADDITION
 BOOK 05, PAGE 005 M&P

MABEL STREET

HELEN STREET

SPEEDWAY BOULEVARD

NOB HILL
 BOOK 02, PAGE 025 M&P

SEE COR. MARKED BY
 CITY SURVEY MONUMENT
 1145R14E

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

CCS

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

[Oblique Image](#)

Tax Year:

Tax Area: [0160](#)

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

85718-5445

	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 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: 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	Contract. Year	Model	IPR	Sqft.	RCN	RCNLD	Model Description
001-001	1962	035 3	0000000	2880	\$231,199	\$102,144	
002-001	1962	035 3	0000000	6510	\$496,625	\$219,409	
003-001	1962	035 3	0000000	5022	\$388,252	\$171,530	
004-001	1962	035 3	0000000	8618	\$650,149	\$287,236	
005-001	1962	035 3	0000000	5580	\$428,895	\$189,486	
006-001	1962	035 3	0000000	7564	\$573,385	\$253,321	
007-001	1962	035 3	0000000	2880	\$240,506	\$106,256	
008-001	1962	035 3	0000000	4898	\$379,219	\$167,539	
009-001	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:

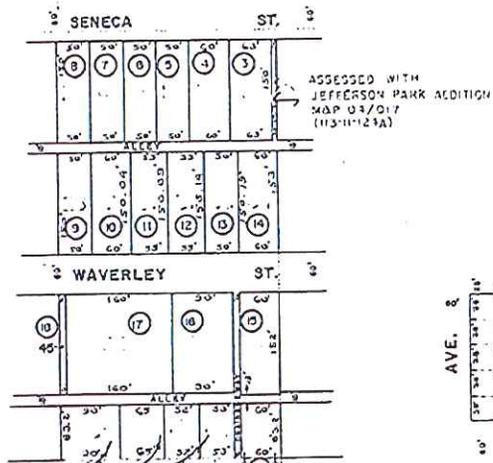
Sequence No.	Docket	Page	Date Recorded	Type
98012464	10718	2449	1998-01-23	
0	8643	30	1989-10-16	

ASSESSOR'S RECORD MAP

123-10
2/2

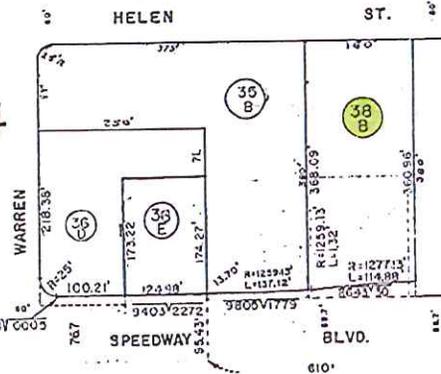
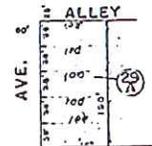
SECTION 6, TOWNSHIP 14 SOUTH, RANGE 14 EAST

DETAILS No. 1, 2, & 3

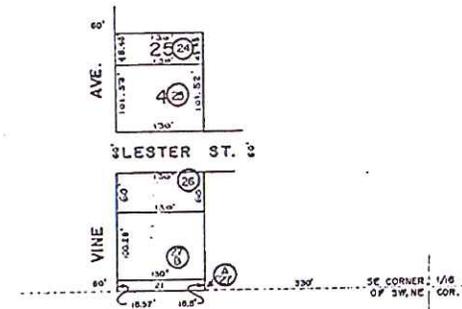


PARCELS ASSESSED IN PONDEROSA ADDITION BLK. 1, TAX-CODE 123-11

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.P.
PROJECT

141406001
SCANNED

925 (3)

Book-Map-Parcel: 123-10-0388

[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
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[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:

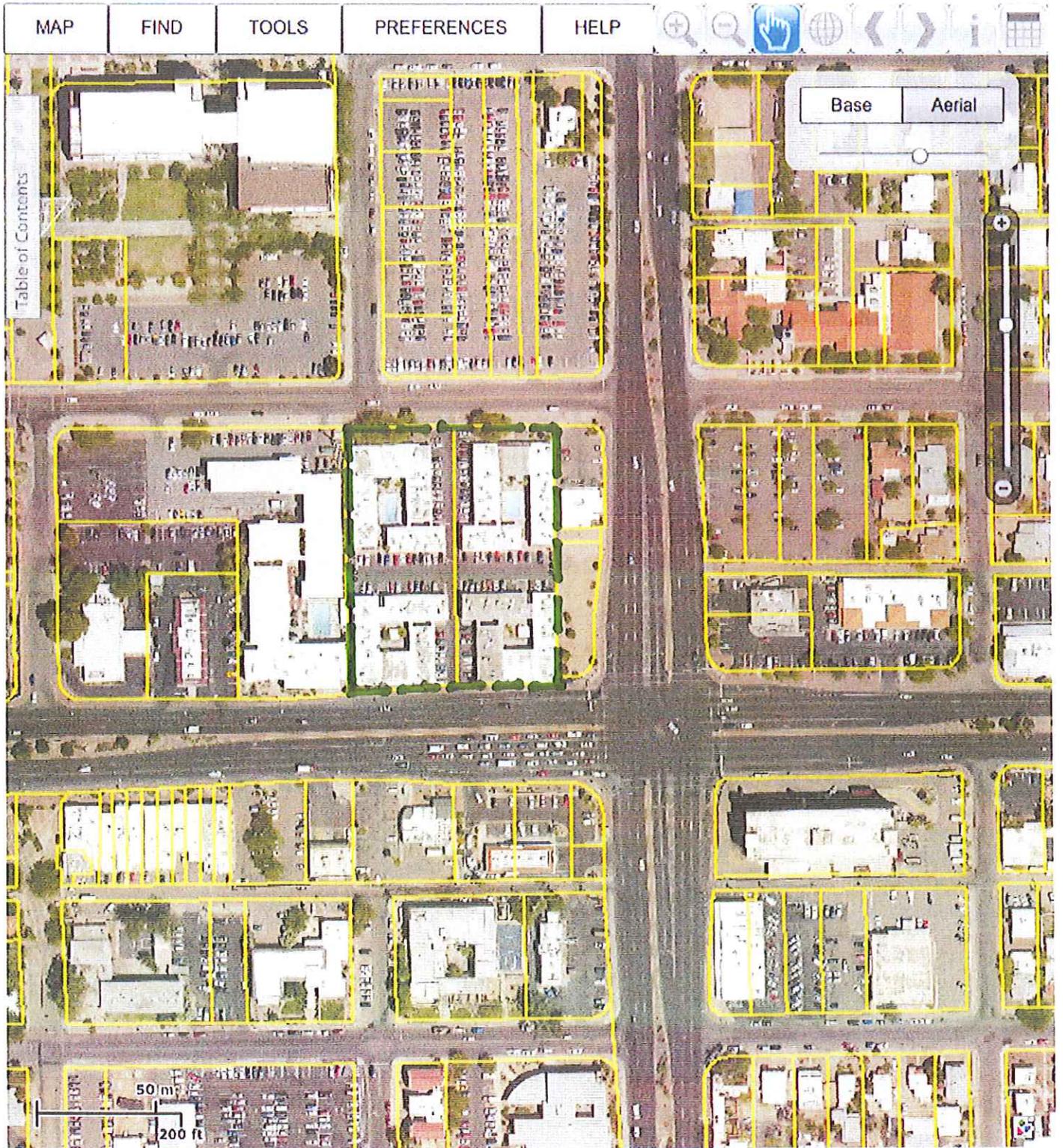
SEQ-SECT	Construct. Year	Model	IPR	Sqft.	RCN	RCNLD	Model Description
001-001	1962	290 3	0000000	0	\$257,958	\$95,960	
002-001	1962	035 3	0000000	2880	\$240,840	\$106,403	
003-001	1962	035 3	0000000	8680	\$678,455	\$299,741	
004-001	1962	035 3	0000000	6510	\$515,171	\$227,603	
005-001	1962	035 3	0000000	5022	\$403,202	\$178,135	
006-001	1962	035 3	0000000	2880	\$240,840	\$106,403	
007-001	1962	035 3	0000000	7564	\$594,478	\$262,640	
008-001	1962	035 3	0000000	4898	\$393,869	\$174,011	
009-001	1962	035 3	0000000	5580	\$445,192	\$198,686	

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 - 2nd 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 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 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 8th neighborhood meeting. If you have any questions before the meeting, you can reach me at 520-207-4464 or ksilvyn@lsblandlaw.com.

#

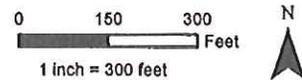
Speedway Blvd / Campbell Ave Plan Amendment



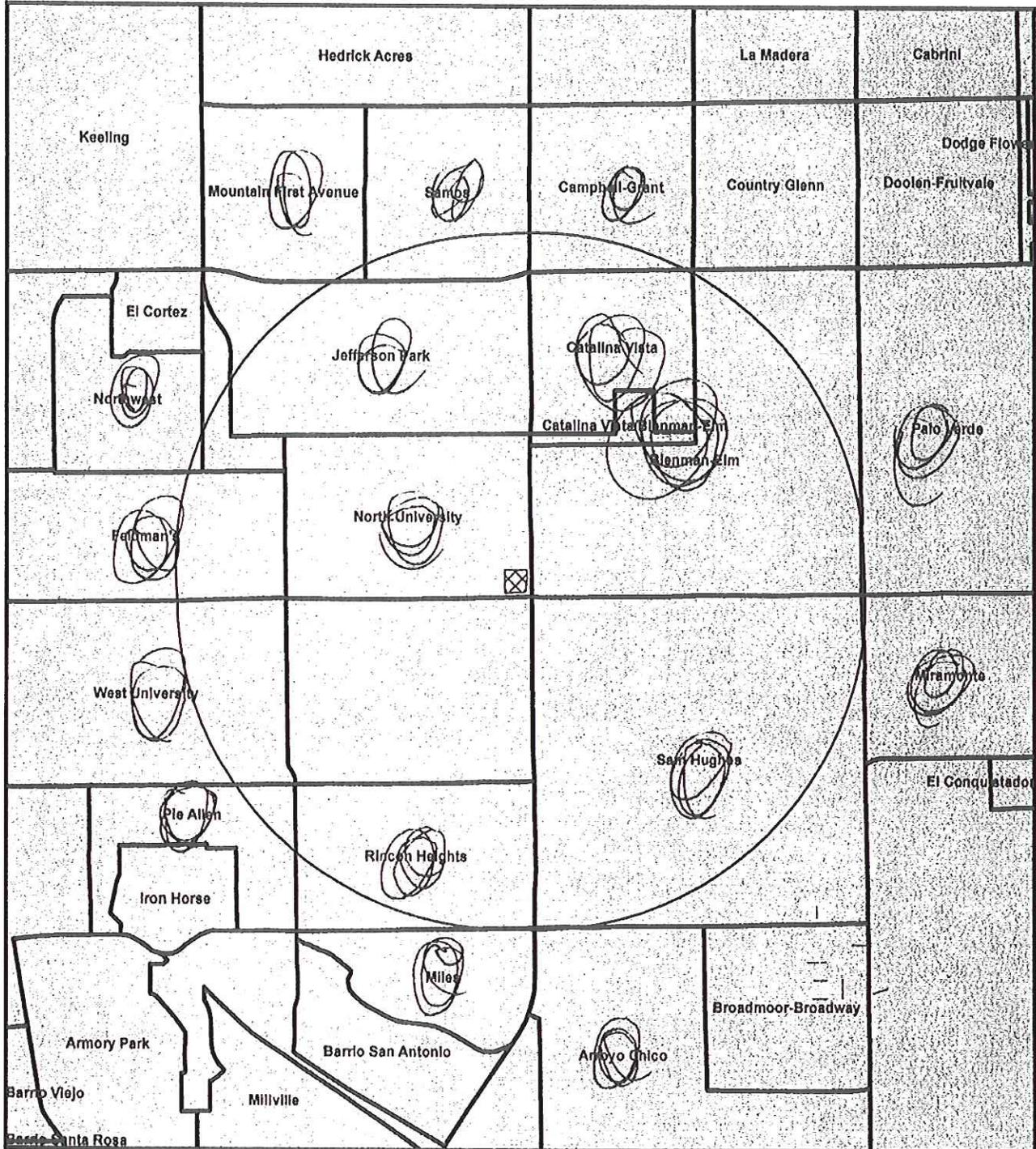
- Plan Amendment Site
- 300' Notification Area
- Zone Boundaries



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



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

N



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.

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.

Speedway/Campbell – Request to amend the University Area Plan Notes from Neighborhood Leadership Meeting, July 31, 2014

The meeting began at approximately 6:30 p.m. with Keri Silvyn and Jim Portner briefly reviewing recent development with this process, and explaining the reasons behind the latest updates to our Request to Amend the University Area Plan (“UAP Amendment”). Keri then walked through these updates, which are briefly described below. In addition to the update descriptions, we captured the questions posed with corresponding answers, organized by page and section of the UAP Amendment.

UAP Amendment, Page 1:

The only change was to clarify the definitions of “Policy” and “Guideline”. Later in the presentation, someone posed the question of whether Plan Tucson had a definition for these terms, which it does not. For the UAP Amendment definitions, however, we worked with Staff to define these terms based on language in the Tucson General Plan and various neighborhood plans.

UAP Amendment, Page 3

- **Transportation, Policy 1:** Clarified the language regarding vehicle access to the site. We also explained that the grocer tenant will likely provide input on this topic, so there could be some further modifications to this language.
 - *QUESTION: Will there be a deceleration lane place on Speedway?* This type of detail will be clarified in the Planned Area Development (“PAD”) stage of this process, if the spacing to the major intersection allows it, we hope that a deceleration lane will be utilized to help traffic flow and safety in the area.
- **Transportation, Policy 4:** Added language to clarify how the parking analysis done in the PAD phase will be used, and that parking calculations will be based on actual uses at the site.
 - *QUESTION: Where will disabled parking be located on the site?* This is detail that will be clarified in the PAD, but the site will contain adequate and properly located disabled parking in order to comply with all laws and regulations requiring access for disabled persons.
- **Coordination with and Protection of Surrounding Neighborhoods, Policy 1:** Clarified that the specific details regarding this group’s future participation in the PAD will be included in the PAD language.

UAP Amendment, Page 4

- **Coordination with and Protection of Surrounding Neighborhoods, Guidelines 2 & 5:** Added language to clarify our follow-up steps after we receive the various studies.
 - *QUESTION: Why isn’t noise reverberation included in these guidelines?* We drafted Guideline 5 with noise reverberation in mind and with the intention that it

would be included; however, we will specifically insert language regarding noise reverberation into this guideline to make this clear.

- *QUESTION: Regarding the University Health Science Center, are you utilizing the correct name? We consulted with the University regarding this question, but we will confirm the correct nomenclature with Steve Brigham to make sure this is correct.*
- *QUESTION: Guideline 3 does not have the same language regarding neighborhood follow-up as was added to Guidelines 2 and 5. Can you please add similar language to Guideline 3 as this is a huge issue to the Jefferson Park neighborhood? Yes, we will include such language in Guideline 3.*
- *QUESTION: Do you know how much water currently comes off the site? No, we have not determined this yet, but it will be required at the time of development.*
- *COMMENT: Currently the sewer suffers from a lack of cleansing velocity that allows it to work properly. The suggestion was that we might utilize the excess water from the site to feed into the sewer system to help address this problem.*

- Urban Design, Policy 3: Provided additional detail regarding pedestrian accessibility from site to surrounding areas.
 - *NOTE: We will make all the references to the University hospital consistent throughout the document. Also, we will change the term “opportunities” to “facilities” on the third line.*
 - *QUESTION: Are bicycles mentioned in this document? Bicycles are not specifically mentioned, but bicycle traffic will be an important aspect of the site and we will comply with all the required bicycle parking in the PAD. There are, however, places in the UAP Amendment that we can insert language regarding bicycle use, and we will do so.*
 - *QUESTION: What kind of security do you intend to have in the parking structure? The exact types of security will need to be determined after the building and parking design, which will occur at the PAD stage. However, we are committed to doing whatever it takes to make the site safe. Also, our tenants (grocer) and our clientele will demand that we provide a safe site.*

UAP Amendment, Page 5

- Urban Design, Policy 4: We combined the prior Policies 4 and 5 into one in order to clarify that that Exhibit 3.G.2 corresponds with this policy language (as well as putting the policy language on Exhibit 3.G.2). We further explained that the height will proportionally cover less than 25% of the site, as described in the policy and exhibit.
 - *QUESTION: In the last meeting, it was explained that the height along Speedway Blvd. and Campbell Ave. will be 6-8 stories, but here you show 10-12. Why? We are asking for a 10-12 story envelope in these areas to allow for step-backs from the streets and architectural creativity in design. The heights adjacent to the street will be lower (likely 6-8 stories) and the heights will step back as the building*

moves away from the street. The 10-12 story envelope request allows our architects flexibility to design and scale the building appropriately. Design quality for this project is key, as we feel we can design an elegant building that is appropriate for this site. The PAD process will include more specificity about this design.

- *QUESTION: The PAD process allows for 10% administrative changes to the building design, so will you use this to increase the building's height? While the PAD may allow for a 10% administrative change, we will specifically write into the PAD that height cannot be increased administratively, and can only be changed through the legislative process. Furthermore, this height limit is stated as a policy within this UAP Amendment, and as such it is considered a firm-standard that could only be changed through another plan amendment.*
- Urban Design, Guidelines 1-4, 5: Changed “should” to “will” in these guidelines.

UAP Amendment, Page 6

- Urban Design, Guideline 8: We added this language to insure that we think about the pedestrian connectivity between the four corners, and how people will move around this area both in the long-and-short term. Our intention is not to project an idea of what will be on the surrounding corners, just to contemplate pedestrian traffic to these areas as they further develop.

Follow-up Questions

After the presentation was complete, the neighborhood leaders asked the following questions:

- *Do you intend to acquire the property to the west (later clarified as the Babcock apartments owned by the Arizona Board of Regents (“ABOR”)):* We do not intend to acquire that land nor do we believe ABOR is offering it for sale. This UAP Amendment is for our property only (see Exhibit 3.G.1, Sub-Area 1). This amendment does allow for us to enter into a public/private partnership with ABOR prior to the PAD rezoning. If any private development were to occur outside of our property, that development would need to go through the full public process (plan amendment, then rezoning).
- *What can you do with the eastern strip of land adjacent to Campbell Ave.?* We do not have any current ability to utilize this area, nor are we looking at this area as buildable space. If, however, this land became available to us we could use it as a landscape setback or a plaza for the grocery.
- *What is the purpose of a public/private partnership...to avoid zoning?* A public/private partnership is not a way to get around zoning regulations, and it would be subject to at least some regulation. ABOR, as a public educational institution, is exempt from zoning when its property is being used to further its governmental, public purpose. Arizona case law, however, explains that this exemption begins to erode once the property is used for other, non-governmental purposes, called proprietary uses. If ABOR decides to develop

the property adjacent to our site, or enters into a public/private partnership with us, the uses included on the property will determine the extent to which the zoning regulations apply.

- *Is it possible that ABOR will become a partial owner in the project?* Probably not; however, it is possible that we could enter into a public/private partnership with ABOR. This UAP Amendment allows us to incorporate this partnership into the PAD without going through another plan amendment. The University knows what we are doing, and they also know the timing issues. Market forces are pushing us forward, and our moving forward may be changing the internal discussions at the University.
- *Will the adjacent properties (ABOR land) be allowed to construct a building of 250 feet?* Not by virtue of this plan amendment (however, if ABOR proceeds under its government functions, it does not need to comply with local regulations). The height allowance we are asking for is strictly limited to our site for private development, and as described in Exhibit 3.G.2. If ABOR joins our project, then the height allowances on its property would be addressed in the PAD and/or be exempt.
- *Will the building envelopes extend to the ABOR property?* No, if ABOR joins our project, we will work with them to determine what they need, and work with you all to reach an acceptable limit. The building heights would need to comply with the plan amendment, except for those portions of the project used exclusively for a University purpose and would not be subject to zoning regulation.
- *What is the timeframe for the University/ABOR to join the project?* ABOR would have to make a decision within approximately the next 3 to 6 months.
- *COMMENT (not related to the document): Councilmember Kozachik is very concerned about recent cyclist and pedestrian accidents (including the fatality of a four year old), especially in light of the proposed Entertainment District, which will increase non-vehicle traffic. Please keep this in mind for your plan.* This is a good suggestion, and we will look through this document to see where we can include language regarding pedestrian and bicycle safety.
- *COMMENT: It is important that this project be seen as a community advantage, a place where people can gather, a "Prado-like place."* A vibrant pedestrian space at the ground floor is vital to this project.
- *In the residential portion of this project, how can you limit the number of students who live there?* While we cannot legally exclude students, we can assure you that our target market is not students, and we will not be renting by the bed (as is being done at the new student housing west of campus). We have not made the determination yet whether to rent or sell the residential units, but in either case it will be done on a per unit basis.
- *COMMENT: Page 1 refers to the units as "residential condominiums."* As we are not sure of whether these will be apartments or condominiums, we will change this language.

Next Steps

To end the meeting, we recapped the next steps in the process:

- **August 14, 2014:** Full Neighborhood Meeting at Our Savior's Lutheran Church, Koch Chapel, 1200 N. Campbell Ave., 6:15 pm.
- **August 19, 2014:** Sam Hughes Neighborhood Meeting, Himmel Park Library, 7:00 pm.
- **August 20, 2014:** Planning Commission Hearing, Mayor & Council's Chambers, City Hall, 255 W. Alameda, 6:00 pm.
- **August 27, 2014:** Jefferson Park Neighborhood Association meeting (tentative), Location TBD, 6:00 pm.
- **September 4, 2014:** West University Neighborhood Association meeting, Location TBD, 6:30 pm, AND Feldman's Neighborhood Association meeting, St. Luke's Chapel, 7:30pm (the meeting begins at 7:00 pm, but our presentation is at 7:30 pm).
- **September 11, 2014:** Blenman/Elm Neighborhood Association meeting, Arizona Inn, 7:00 pm.