WILLIAMS ADDITION PLANNED AREA DEVELOPMENT

CITY OF TUCSON
PLANNING DEPARTMENT

JUNE 1981

Adopted by Mayor and Council - June 1, 1981 - Resolution 11533

FORMAL ACTION

Mayor and Council
June 1, 1981 - Resolution No. 11533 (Adoption)
May 12, 1986 - Resolution No. 13631 (Amendment)
June 11, 1990 - Resolution No. 15341 (Amendment)
August 1, 1994 - Resolution No. 16672 (Amendment)
March 24, 1997 - (Change of Condition of Rezoning)
August 6, 2001 - Ordinance 9594 (Change of Condition of Rezoning)
October 7, 2008 – Ordinance 10587 (Amendment)

HEARINGS

Mayor and Council:	Zoning Examiner:	Planning Commission:
June 1, 1981	February, 27, 1997	April 7, 1981
May 12, 1986	June 14, 2001	April 15, 1981
June 11, 1990		April 16, 1986
August 1, 1994		May 2, 1990
March 24, 1997		July 6, 1994
August 6, 2001		
October 7, 2008		

Planned Area Developments were originally adopted as "Specific Plans" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The terms "Specific Plan (SP)" and "Specific Planned (SP) Districts" were changed to "Planned Area Development (PAD)" and "Planned Area Development (PAD) Districts" by Ordinance 9374 which was adopted by Mayor and Council on April 10, 2000. This change in title does not affect the substantive provisions for the districts as adopted.

WILLIAMS ADDITION PLANNED AREA DEVELOPMENT

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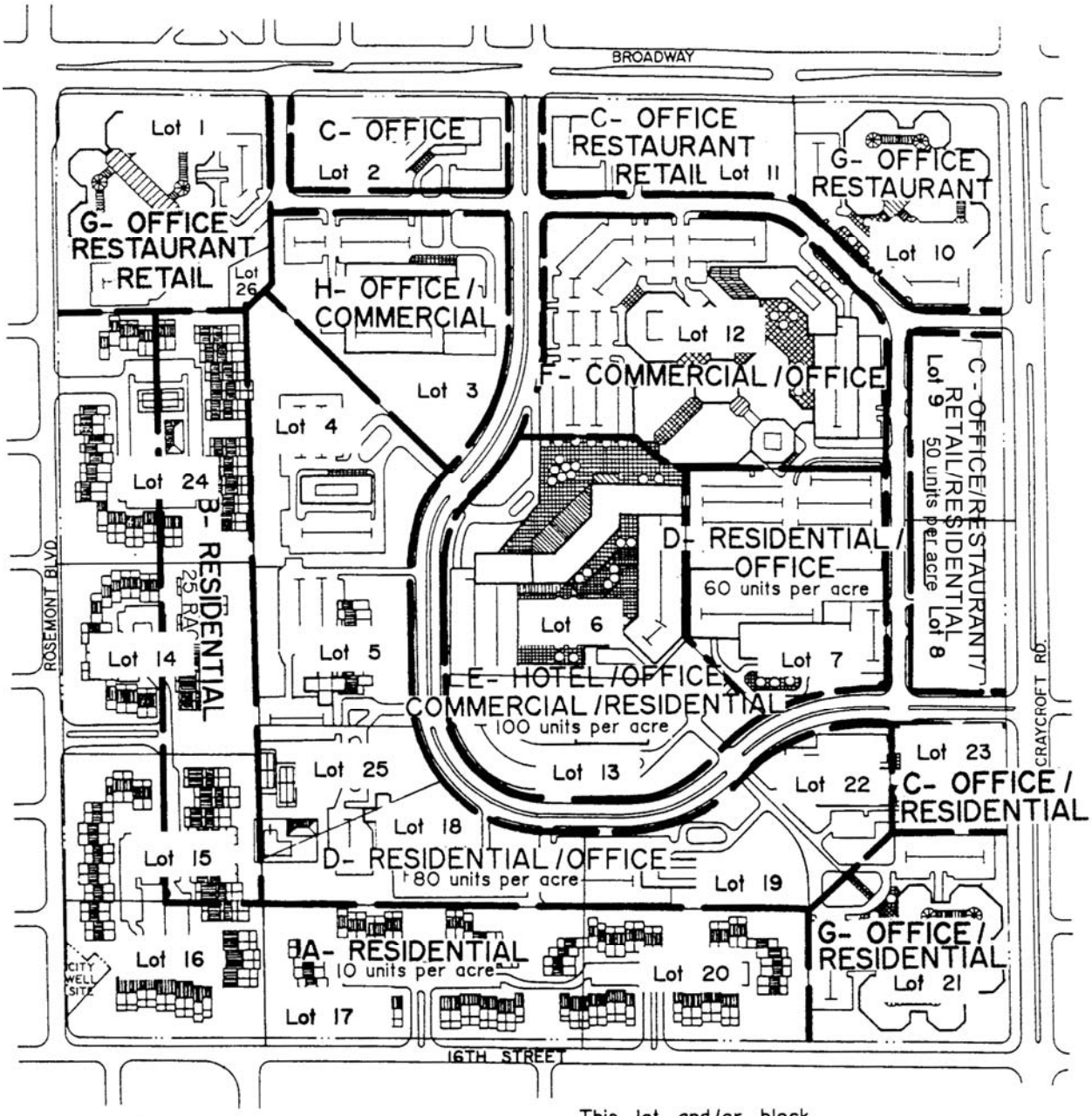


This lot and/or block information is only periodically updated and is provided for subdivision reference only.

Williams Addition
Planned Area Development

Subdivision Lot Numbers And Location Map

I

INTRODUCTION

Over fifty years ago, the 160-acre Williams Addition was subdivided into 25 large blocks for single family residential development. The property was then well outside the city limits. Most of the blocks were built upon while a few remained vacant. Recently, in anticipation of the expiring 50 year old covenants, conditions, and restrictions, some of the parcels were acquired for development. The Lew S. McGinnis Company has subsequently obtained all but two of the 25 blocks to comprehensively plan a coordinated and master-planned development for this extraordinary area.

The *Williams Addition Planned Area Development* (herein described as the *Williams Addition Plan*, or the *Plan*), outlined below, assures the community that rather than the uncoordinated and piecemeal alternatives that otherwise seemed in store for the area, the Williams Addition will become a unique asset to Tucson. A planned area development such as the *Williams Addition Plan* is authorized by Arizona Revised Statutes, Section 9-461.08 and 9-461.09, and Section 23-480 of the City of Tucson Code. It is reviewed by the City Staff, presented for Public Hearing, and acted upon by the Mayor and Council. While traditional zoning and other land use methods allow a wide range of uses yet providing few performance standards, a planned area development prescribes specific uses and predetermined standards.

The subject of a planned area development should be of substantial significance to the community. The Williams Addition, located in what is now the center of the city, meets such criteria. Its size, convenience to mass transit, regular shape, and extensive frontage on two major arterials, Broadway and Craycroft, support this conclusion. The Williams Addition is already served with all necessary utilities, all of which are under utilized by the 25 blocks now existing on these 160 acres. Under the following *Williams Addition Plan*, housing, commercial, and service facilities are related by physical proximity, major street networks and mass transit to reduce automotive needs. The variety of uses concentrated on the Williams Addition, as a result of the *Plan* will generate increased sales and property tax revenues for the City. Additionally, the *Williams Addition Plan* area is an intervening connection between the downtown area and the project Broadway/Wilmot Activity Center. More intensive use of the property will take advantage of the existing infrastructure and benefit the entire community.

The *Plan* displays a sensitivity to surrounding land uses, especially with regard to existing residential areas. The strict architectural and landscape controls governing the *Plan* will allow neighboring homeowners to enter the development through pedestrian ways to enjoy shopping, dining, and commercial facilities, while at the same time it will exclude all but residential traffic on abutting residential streets. Implementation of the *Plan* should enhance surrounding neighborhoods both aesthetically and economically.

The *Williams Addition Plan* delineates all allowable uses within each development area and the standards, conditions, and restrictions governing development. The *Plan* prescribes the procedures for review, adoption, and enforcement.

II

DEFINITIONS

The terms and definitions used in this *Plan* shall mean those defined in Section 23-21 of the City of Tucson Zoning Ordinance, with the following exceptions:

A. Building

Any structure or building for the support, shelter, or enclosure of persons, or property of any kind.

B. Building Coverage (Lot Coverage)

Building coverage includes all structural buildings and paved areas, including vehicular parking lots and driveways.

C. Developers

The person or entities who acquire development areas (as defined below) in the Williams Addition from the owner for the purpose of developing said development areas.

D. Development Areas

Areas "A through H" as described on the Land Use/Density plan are each "development areas," a designated sub-area of the Williams Addition with specified permitted uses and regulations covering the development of those uses.

E. Dinner Club

A use that offers a full range of meals prepared and available during the hours of operation, maintains a fully equipped and staffed kitchen capable of preparing the full range of meals offered on its menu, designates the majority of the physical space as a permanent dining area, is allowed to derive not more than 70 percent of its total annual revenue from the sale of alcohol.

(June 11, 1990, Resolution #15341, Dinner Club)

F. Floor Area

Floor area includes the sum of the horizontal areas of each floor of a building measured from the exterior faces of the exterior walls, excluding areas used for elevator shafts, stairwells, floor space used for mechanical equipment room, attic space, off-street parking and loading, and ways for ingress and egress from vehicular parking and loading areas.

G. Floor Area Ratio

The floor area ratio is the proportion of building square footage permitted for each square foot of land area of the development site or lot. It is computed by dividing the floor area by the lot area. (For example, a building containing thirty-thousand-square-feet of floor area on a ten-thousand-square-foot lot has a floor area ratio of 3.0.)

H. Hotel

An establishment that provides primarily lodging and ancillary dining, entertainment, and personal services for the public.

I. Office

A place where professional or semi-professional services are provided, or a particular kind of business is transacted, excluding retail and wholesale trade as a principal use. Supports retail functions such as athletic clubs, pharmacies, restaurants, and other limited retail uses, not to exceed 25 percent of the gross floor area, are permitted as secondary or accessory uses (see certain exceptions pertaining to Lots 10 & 11 in development areas C & G.) Banks and savings and loan institutions are permitted uses.

J. Owner

The Lew S. McGinnis Company, its heirs and assigns, acting on behalf of itself and as to the owners of Blocks 7 and 8 pursuant to the Judgment entered in Pima County Superior Court Docket No. 172814.

K. Restaurant

A public eating place, in or outdoors, which may allow service of alcoholic beverages.

L. Site Plan

A document which shall provide the information necessary for City of Tucson review and approval and shall include plans for the location of buildings, energy conservation, parking areas, traffic circulation, landscaping, elevations, areas and treatment of refuse collection, fire hydrant locations, and utility easements. The site plan shall conform in all basic aspects to the Planned Area Development, and when approved, shall authorize the development of the site. Applications for City permits shall be reviewed for appropriate City Code compliance, including but not limited to building permits, sign permits, grading permits, road and parking lot permits; and certificates of occupancy shall be issued by the City if the application conforms to the approved site plan.

M. Usable Open Space

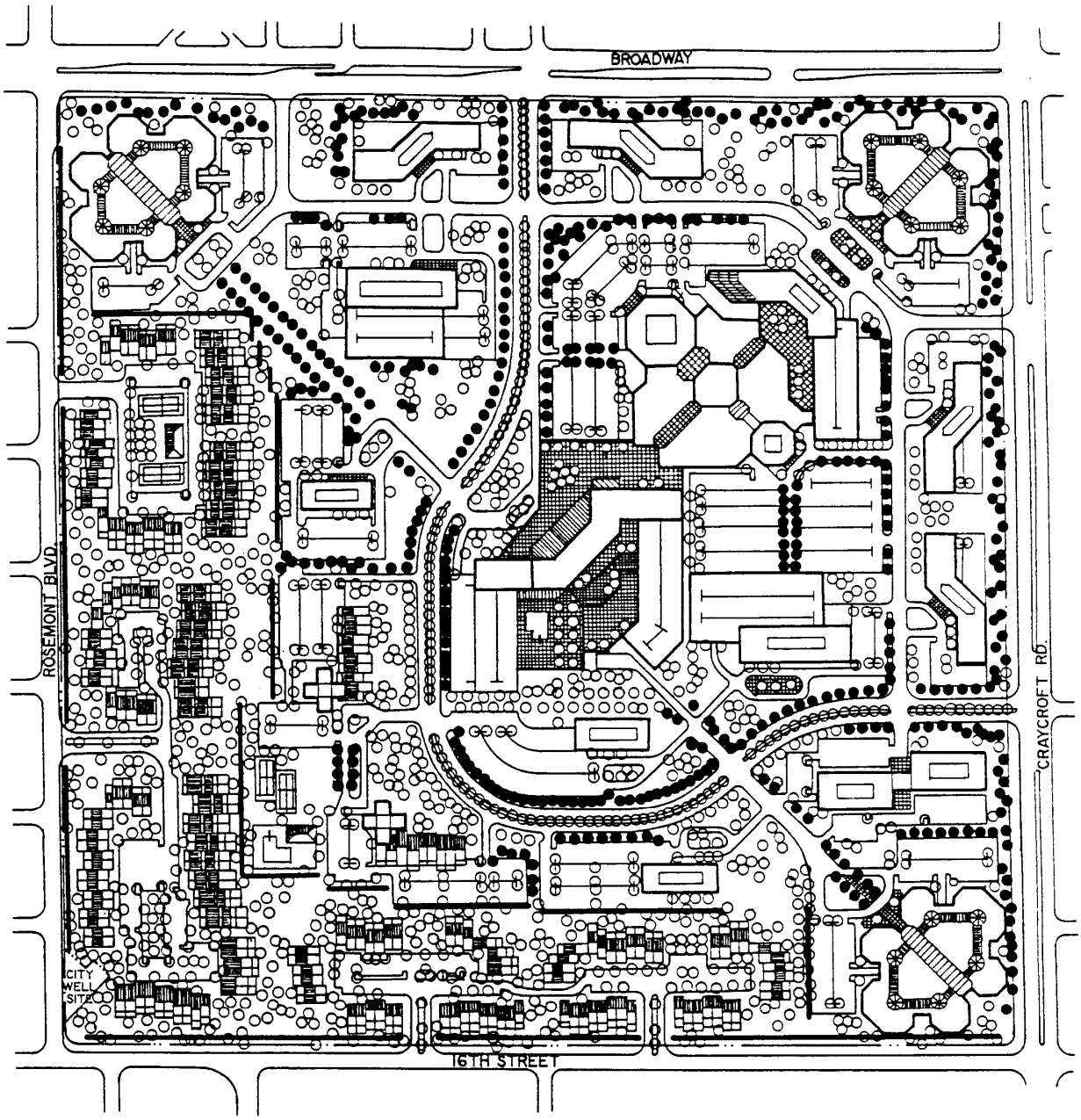
Includes common area open space, yards, courts, deck areas, landscaped areas, balconies, ramadas, and porches which are usable and accessible for recreational purposes. It does not include areas set aside for vehicular parking, maneuvering, driveways, loading, exterior stairwells, or exterior corridor areas less than six feet wide used primarily to gain access to buildings.

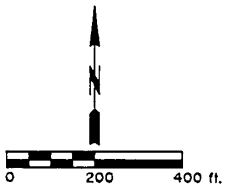
III

PLAN AREA

The *Plan* Area consists of approximately 160 acres of uniformly flat land upon which there are constructed 20 homes. Most of the acreage is vacant. The configuration of the area is very nearly square with almost equal frontage on both Broadway Boulevard and Craycroft Road. Rosemont Boulevard and East Sixteenth Street bound the *Plan* Area on the west and south and there is a major drainageway that crosses the northeast corner of the property. A generalized concept is depicted in Exhibit "A".

The north side of Broadway, north and northwest of the area, is distinctly commercial in character, consisting of a high-rise office building, a financial center, motor hotel, supermarket, restaurant, and other commercial facilities. The remaining three sides facing the Williams Addition contain large shopping areas, a church, a junior high school, multifamily housing, and established single-family, owner-occupied residential areas.





Williams Addition

Concept Plan and Parking Lot Screening

●●● Landscaping as Screen

Walls as Screen

Landscaping Element

Exhibit A and F

IV

DEVELOPMENT OBJECTIVES

The major objectives of the *Williams Addition Plan* are to:

1. Enhance the connection between the downtown, El Con, and the Broadway/Wilmot Activity Centers by providing for an integrated mixed-use development.

2. Provide a multi-faceted area of outstanding environmental character within which to live, work, dine, and shop and to provide destination hotel facilities.

3. Generate substantial tax revenues.

4. Mitigate the undesirable impact of development on the surrounding residential areas.

5. Reduce the necessity of travel by providing an integrated development on a single site.

6. Efficiently use existing City services and infrastructure including mass transit, utilities, major roads, and other public services.

7. Create a new level of quality development within the City which maximizes architectural and landscape architectural controls.

V

DEVELOPMENT POLICIES

To achieve the development objectives, the following policies shall be applied in the design, management, and regulation of development within the *Williams Addition Plan* area:

A. The design and control of pedestrian and vehicular circulation shall be coordinated in order to provide safe and convenient access to all facilities within the *Plan* Area. Distinct pedestrian pathways will be provided and clearly marked. Provisions shall also be made for mass-transit passenger loading and unloading. Loading and unloading of goods shall be shielded from view.

B. Architectural and landscape treatment shall be designed and controlled to be attractive and suggestive of the southwest. A distinct identity shall be promoted by development criteria and site plan review ensuring compatible development.

C. Qualitative standards of development are incorporated in the *Plan* to ensure imaginative and efficient design and management.

D. Surrounding residential areas shall be protected from non-residential development areas while non-vehicular entrance into the Williams Addition area is provided by pedestrian pathways and compatible uses.

Exhibits A and F depict in concept how the objectives, policies, and standards of the *Plan* will be implemented.

VI

DEVELOPMENT AREAS

Allowed uses for each development area, shown on Exhibit B, together with limitations on such use shall be as follows:

A. Development Area 'A'

1. Uses Permitted: residential dwelling units, together with all accessory structures including recreation and social center buildings.

2. Maximum Density: 10 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: none required.

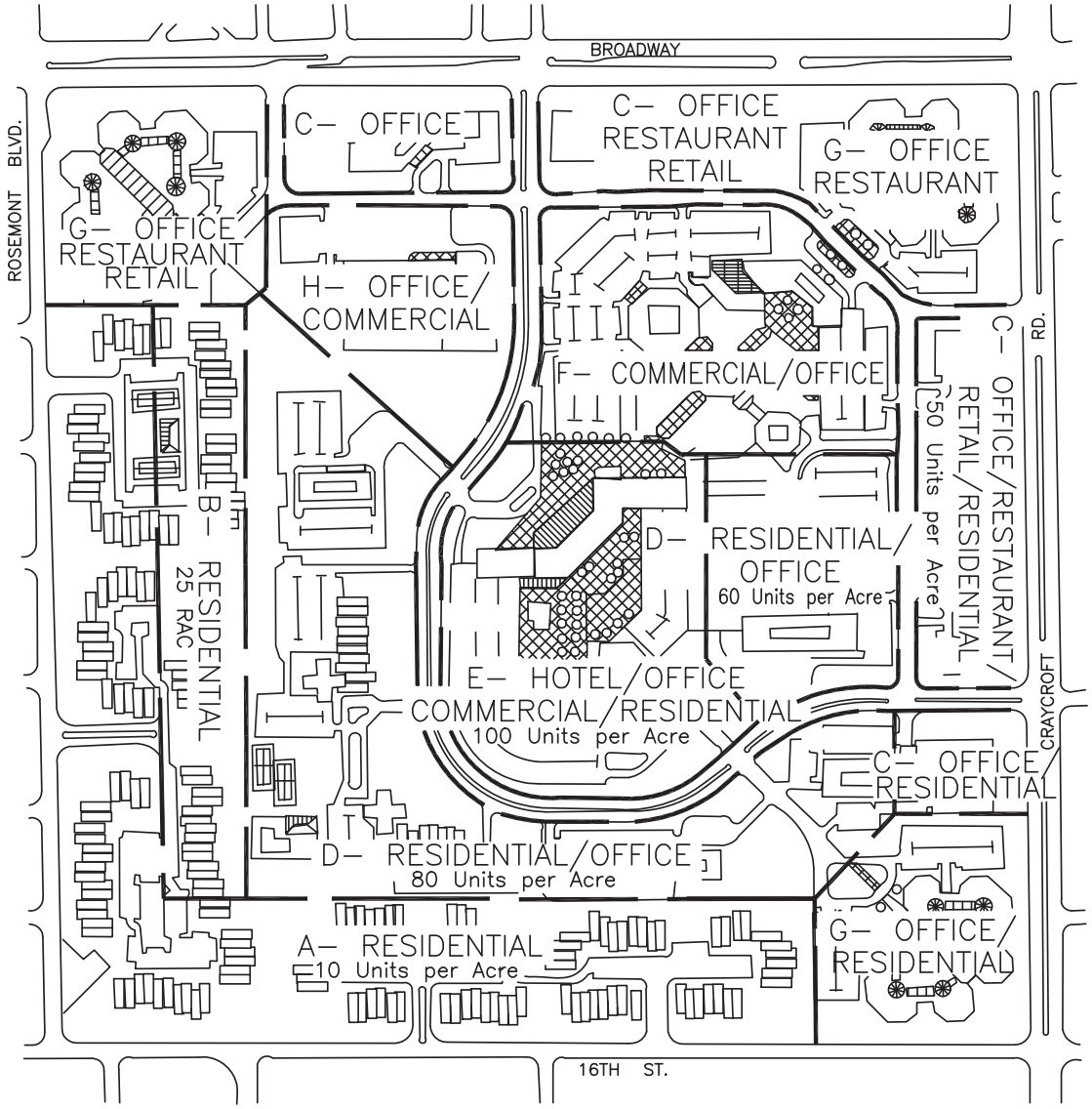
5. Maximum Floor Area Ratio: 1.0.

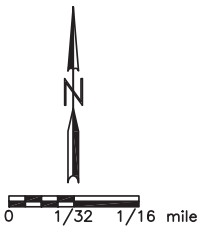
6. Minimum Usable Open Space Per Unit: 750 square feet.

7. Maximum Height: 25 feet.

8. Vehicular Access: limited to Sixteenth Street or Rosemont Boulevard.

9. Rental Housing: Developers agree to construct no rental apartments in Development Area A: providing, however, that after construction, subsequent owners or occupants of any unit in Development Area A may lease, sublease, assign, use or occupy said units in any manner pursuant to applicable City regulations.





Williams Addition

Land Use/Density Plan

Building Height Limitations

A – 25'
B – 40'
C – 80' (Commercial)
40' (Lot 23 Residential)
D – 120'
E – 200'
F – 60'
G – 40'
H – 120'

Exhibit B

B. Development Area 'B'

1. Uses Permitted: residential-dwelling units together with all accessory structures including recreation and social center buildings.

2. Maximum Density: 25 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: none required.

5. Maximum Floor Area Ratio: 2.4.

6. Minimum Usable Open Space Per Unit: 500 square feet.

7. Maximum Height: 40 feet.

8. Vehicular Access: limited to Sixteenth Street or Rosemont Boulevard.

9. Rental Housing: Developers agree to construct no rental apartments in Development Area B; providing, however, that after construction, subsequent owners or occupants of any unit in Development Area B may lease, sublease, assign, use, or occupy said units in any manner pursuant to applicable City regulations.

C. Development Area 'C'

1. Uses Permitted:

   a. Craycroft Road Parcels (23): residential dwelling units together with all accessory structures including recreation and social center-buildings.

   b. All of Area C: office, restaurant, and service retail uses, if within a principal building, except for Lots 8, 9, & 11. See Addendum page.

   (May 12, 1986, Resolution #13631, WASP, Development Area C.1.b)
   (August 6, 2001, Ordinance #9594, WASP, Development Area C.1.b)

2. Maximum Residential Density: 50 units per acre on Lots 8 & 9; 27 units per acre on Lot 23.

   (August 1, 1994, Resolution #16672, WASP, Development Area C.2)

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

5. Maximum Building Coverage: 80 percent of total lot area.

6. Maximum Floor Area Ratio: 5.0, except for Lots 8 and 9 – See Addendum page 27. (August 6, 2001, Ordinance # 9594, Development Area C.6)

7. Minimum Usable Open Space: 400-square-feet per dwelling unit on Lots 8 & 9; 300-square-feet per dwelling unit on Lot 23; for all other uses a minimum of 10 percent of the total lot area.

   (August 1, 1994, Resolution #16672, WASP, Development Area C.7)

8. Maximum Height: 40 feet on Lot 23; 80 feet on all other lots, except for Lots 8 and 9. See Addendum page 27.

   (August 1, 1994, Resolution #16672, WASP, Development Area C.8; August 6, 2001, Ordinance # 9594, Development Area C.8)

9. No merchandise or supplies will be stored or displayed outside an enclosed building.

D. Development Area 'D'

1. Uses Permitted: residential dwelling units, offices, restaurants, and service retail uses if located within a principal building; hotel and accessory uses allowed in Area D north and east of Williams Boulevard and Lot 25-B only.

2. Maximum Residential Density: 80 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

5. Maximum Building Coverage: 80 percent of the lot area.

6. Maximum Floor Area Ratio: 6.0.

7. Minimum Usable Open Space Per Residential Dwelling Unit: 300 square feet, for all other uses a minimum of 10 percent of the total lot area.

8. Maximum Height: 120 feet.

9. Access: limited to Williams Boulevard and other wholly internal streets.

10. Lot 25-B allowed parking ratio of .80 parking spaces per room.

11. Lot 25-B allowed loading zone space to be sized at 10' x 20'

12. Lot 25-B: See Williams Addition PAD. Addendum Section for contents and requirements to be included with the development plan submittal.

(October 7, 2008 Western International Lob 25-B, Ordinance # 10587, Development Area D applies to numbers 1, 10, 11 & 12)

E. Development Area 'E'

1. Uses Permitted: residential dwelling units, offices, hotel and accessory uses, restaurants, and retail uses provided all uses are located within a principal building listed above.

2. Maximum Residential Density: 100 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet or more than 80 feet.

4. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet nor more than 80 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

5. Maximum Total Building Coverage: 80 percent of lot area.

6. Maximum Floor Area Ratio: 10.0.

7. Minimum Usable Open Space Per Residential Dwelling Unit, Excluding Hotel Rooms: 200 square feet; for all other uses a minimum of 10 percent of the total lot area.

8. Maximum Height: 200 feet.

F. Development Area 'F'

1. Uses Permitted: offices, hotel and accessory uses, restaurants, and retail uses; provided such uses are located within an enclosed building or mall.

2. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

3. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

4. Maximum Total Building Coverage: 90 percent of lot area.

5. Maximum Floor Area Ratio: 5.0.

6. Maximum Height: 60 feet.

7. Minimum Useable Open Space: 10 percent of the total lot area.

G. Development Area 'G'

1. Uses Permitted: offices, restaurants and retail uses on Lots 1 and 10, residential and office on Lot 21 (NW corner of 16th Street and Craycroft) and dinner club (at 5470 East Broadway). See Addendum page.

   (May 12, 1986, Resolution No. 13631, WASP, Development Area G.1; Restaurant/Retail for lots 10 and 11)
   (June 11, 1990, Resolution No. 15341, WASP, Development Area G.1, specific location in south half of Lot 10; Dinner Club for Lot 10)
   (August 1, 1994, Resolution No. 16672, WASP, Development Area G.1; Residential for Lot 21)
   (March 24, 1997, change of condition - Restaurant/Retail for Lot 1)

2. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

3. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

4. Maximum Total Building Coverage: 80 percent on Lots 10 & 21; 60 percent of lot area on all other lots. See Addendum Page.

(May 12, 1986, Resolution No. 13631, WASP, Development Area G.4)
(August 1, 1994, Resolution No. 16672, WASP, Development Area G.4)

5. Maximum Floor Area Ratio: 3.0.

6. Maximum Building Height: 40 feet.

7. Maximum Residential Density: 27 units per acre on Lot 21.

   (August 1, 1994, Resolution No. 16672, WASP, Development Area G.7)

8. Minimum Useable Open Space: 300 square feet per dwelling unit on Lot 21; 10 percent of the total lot area on all other lots.

   (August 1, 1994, Resolution No. 16672, WASP, Development Area G.8)

9. No merchandise or supplies will be stored or displayed outside an enclosed building.

   (May 12, 1986, Resolution #13631, WASP, Development Area G.9)

H. Development Area 'H'

1. Uses Permitted: residential, office, hotel and accessory uses, and service retail uses if within a principal building.

2. Maximum Residential Density: 80 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

5. Maximum Building Coverage: 80 percent of lot area.

6. Maximum Floor Area Ratio: 6.4.

7. Maximum Height: 120 feet.

8. Minimum Useable Open Space: 10 percent of the total lot area.

VII

TRAFFIC PLAN

The *Traffic Plan* for the Williams Addition consists of the rights-of-way to be dedicated, pedestrian systems, transit facilities to service the area, parking, and off-street loading requirements. The

Williams Addition Planned Area Development shall be subdivision and development plan processes, and detailed specifications for streets shall be subject to normal City of Tucson requirements.

1. **Dedicated Streets:** There are two streets (shown in Exhibit C) to be dedicated. The loop street, shown as Williams Boulevard, shall be a collector street with a 90-foot right-of-way built to City specifications. The second street, shown as Williams Circle, shall be a minor collector with a 60-foot right-of-way and shall also be built to City standards.

2. **All Other Streets:** All other streets shall be privately owned and maintained, shall have not less than 24 feet of right-of-way, and shall meet all City standards for private drives. Access to Development Areas A and B shall be limited to Rosemont Avenue and 16th Street.

3. **Traffic Study:** A traffic study (shown in Exhibit H) projects estimated traffic volumes and patterns and calls for traffic signals at the intersections of Williams Boulevard and Broadway Boulevard (approximately one-quarter mile east of the intersection of Broadway Boulevard and Rosemont Avenue) and Craycroft Road at 14th Street to be constructed when necessitated by traffic flow. The cost of the signals is to be provided by the owner or developers.

4. **Pedestrian System:** Major pedestrian ways, described in Exhibit D, shall be landscaped and be a minimum of four feet in width.

5. **Transit Stops:** Sheltered stops for bus riders shall be provided at two points along Williams Boulevard as described in Exhibit E.

6. Parking

    a. Space Requirements

        1. Residential: Areas A and B, 2.0 spaces per dwelling unit; all other areas, 1.5 spaces per dwelling unit.

        2. Hotel: 1 space per room. Except Lot 25-B allowed parking ratio of .80 parking spaces per room.

           (October 7, 2008 Western International Lob 25-B, Ordinance # 10587, Development Area D)

        3. Office: 1 space for each 300 square feet of floor area.

        4. Retail: 1 space for each 200 square feet of floor area.

5. Restaurant, Dinner Club: 1 space for each 200 square feet of floor area.

   (June 11, 1990, Resolution #15341, Dinner Club)

6. Restaurant (freestanding): 1 space for each 135 square feet of floor area.

   (May 12, 1986, Resolution #13631, WASP, Development Area G)

b. Specifications

Parking spaces shall meet City regulations described in Section 23-606.1. Handicapped parking requirements shall be in accordance with all City regulations.

c. Landscaping

1. A minimum five-foot masonry wall shall be constructed in accordance with Exhibit F, except at points of pedestrian access.

2. All parking areas adjoining public streets shall be landscaped to a minimum depth of five feet from the property line, and a minimum of five percent of the total parking lot area shall be landscaped. No landscaped area shall be less than 80 square feet in size.

3. Landscape and maintenance plans shall be reviewed and approved as hereafter provided.

d. Lighting

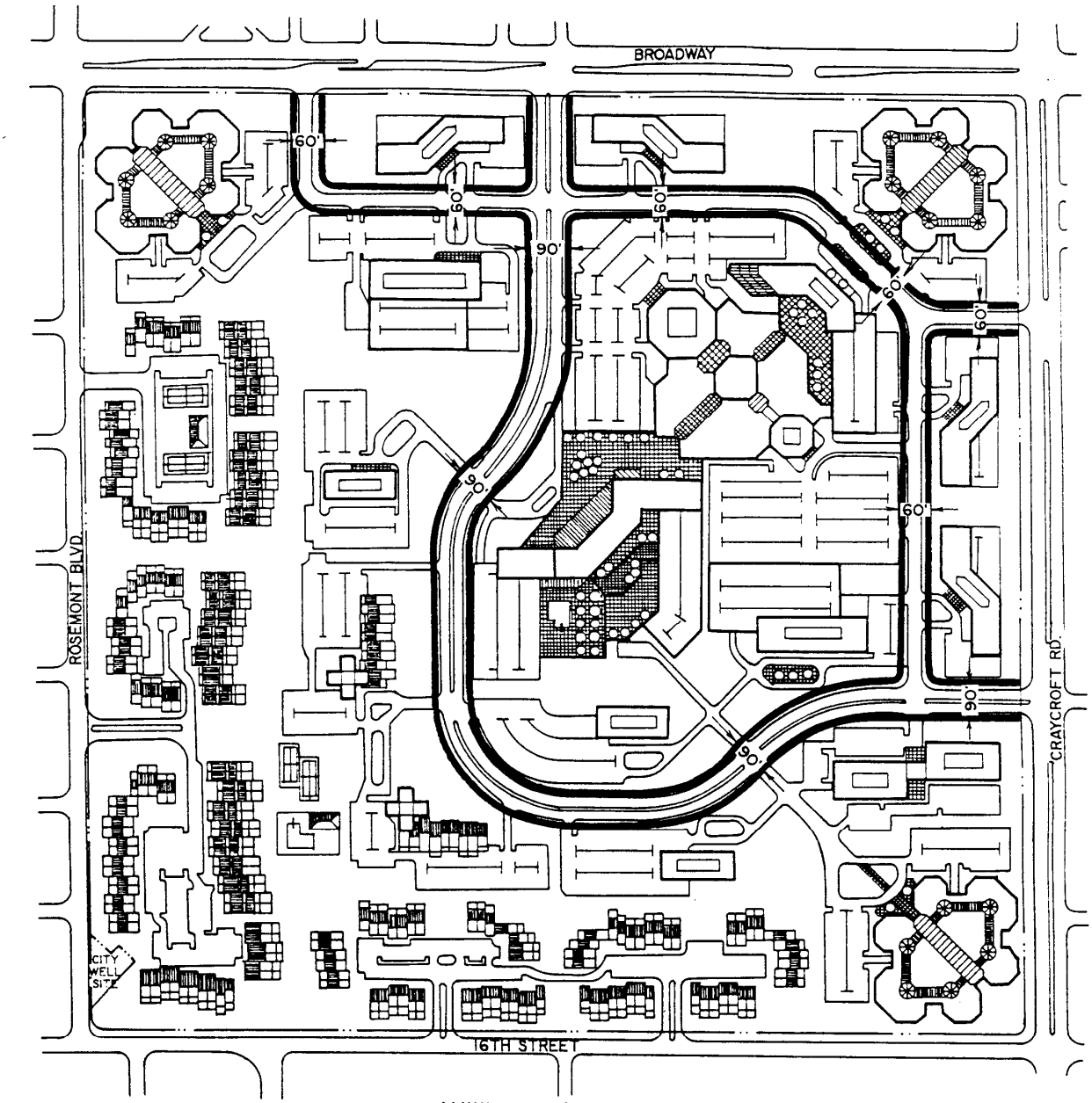
Parking lot lighting shall be screened, cutoff type luminaries; and shall meet all other City requirements for parking lot lighting.

7. **Loading:** Loading space requirements and specifications shall be in accordance with those required by Article V. Chapter 23 of the Tucson Code. Except Lot 25-B allowed loading zone spaces to be sized at 10’ x 20’.

   (October 7, 2008 Western International Lob 25-B, Ordinance # 10587, Development Area D)

8. **Access to Existing Neighborhoods:** access to existing neighborhoods is limited to Areas A and B and shall be offset from existing streets to discourage through traffic.

9. Drive-through service is not permitted for restaurant use.



Williams Addition

Dedicated Right of Way

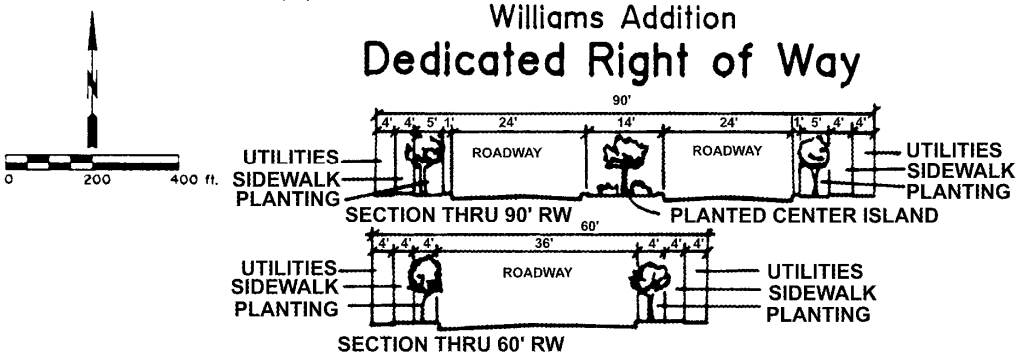
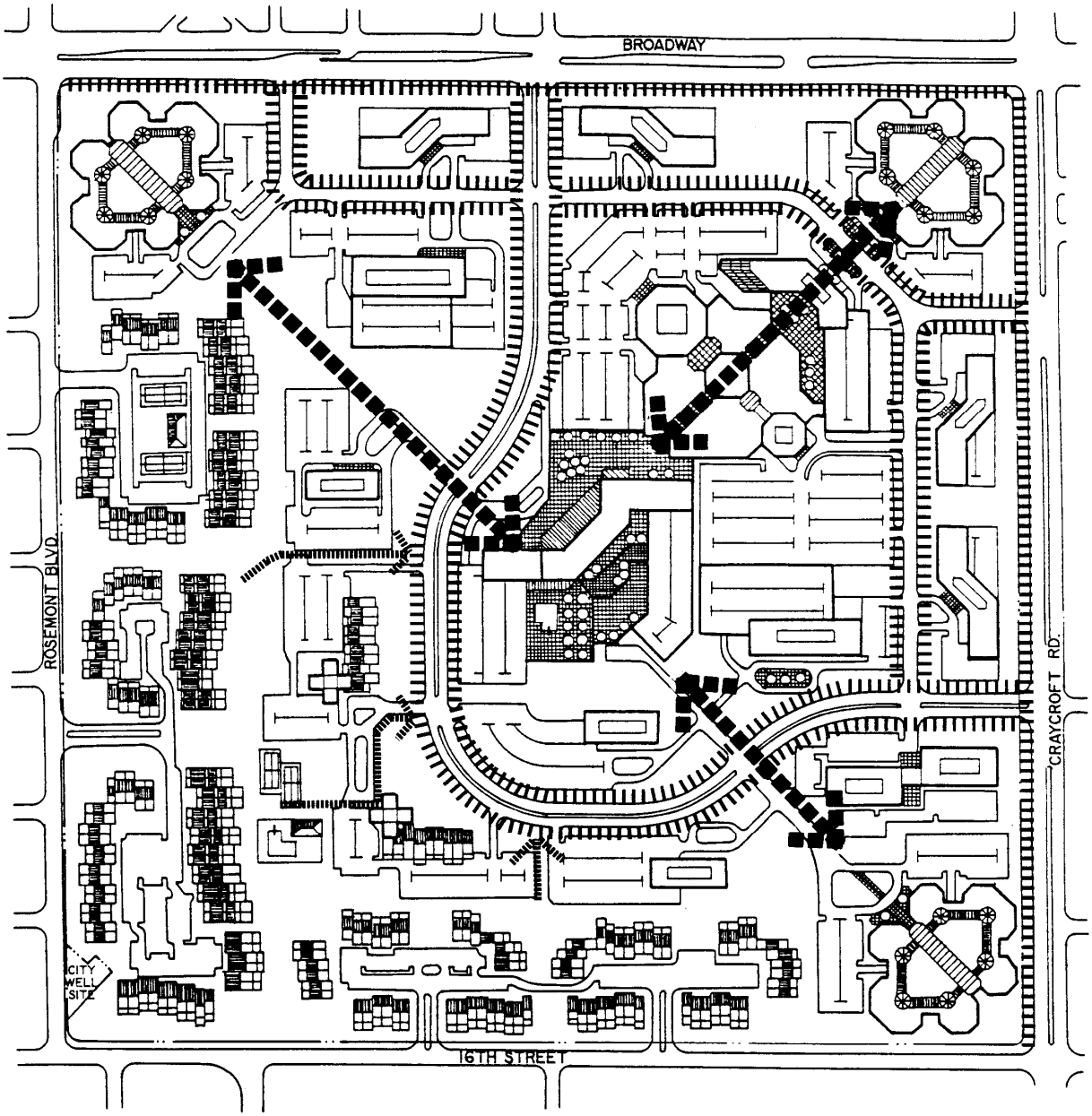


Exhibit C



Williams Addition

Major Pedestrian Circulation

N

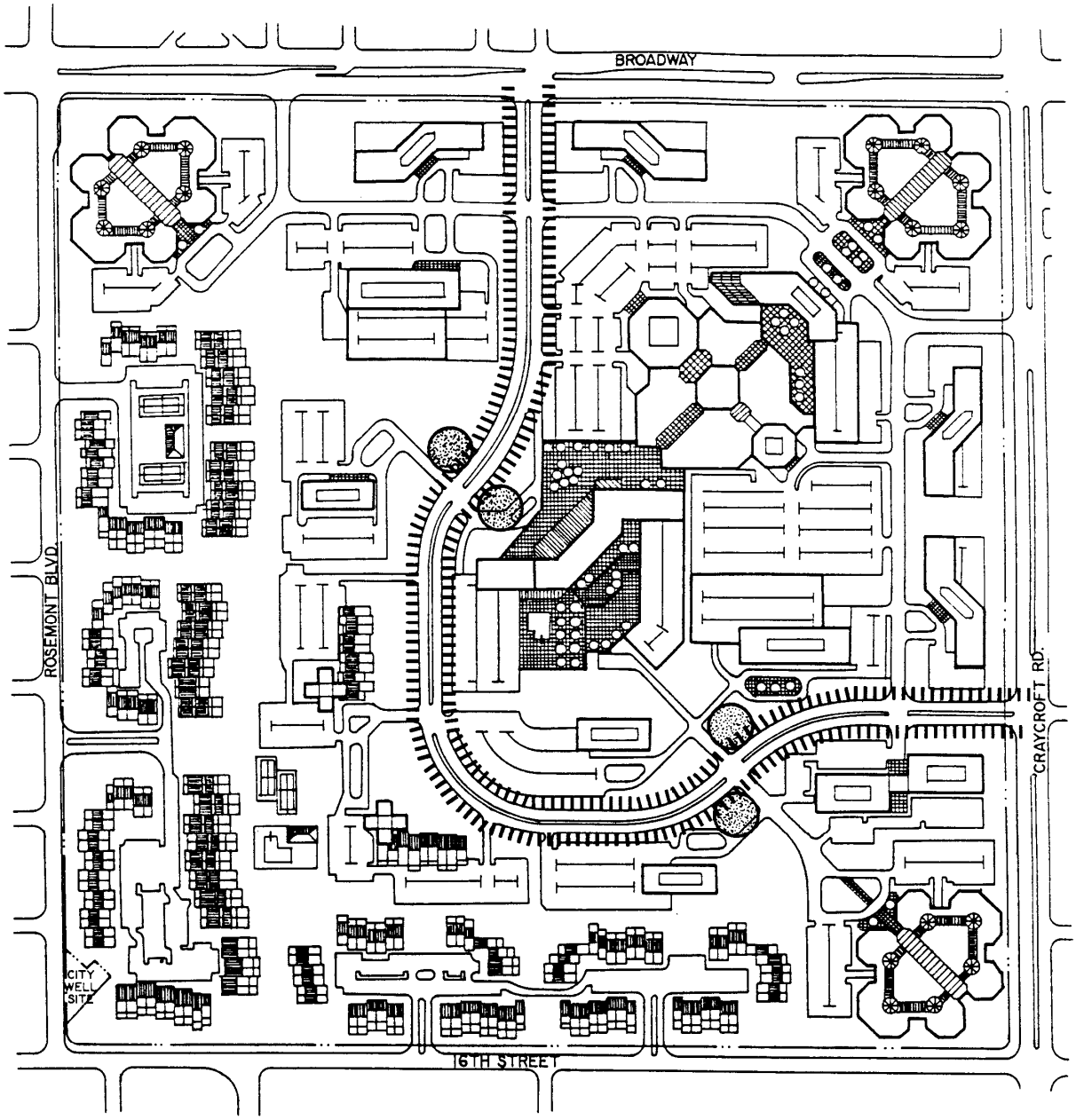
0 200 400 ft.

Primary Pedestrian Access

Streetside Sidewalks

Secondary Access

Exhibit D



Williams Addition

Public Transit Routes

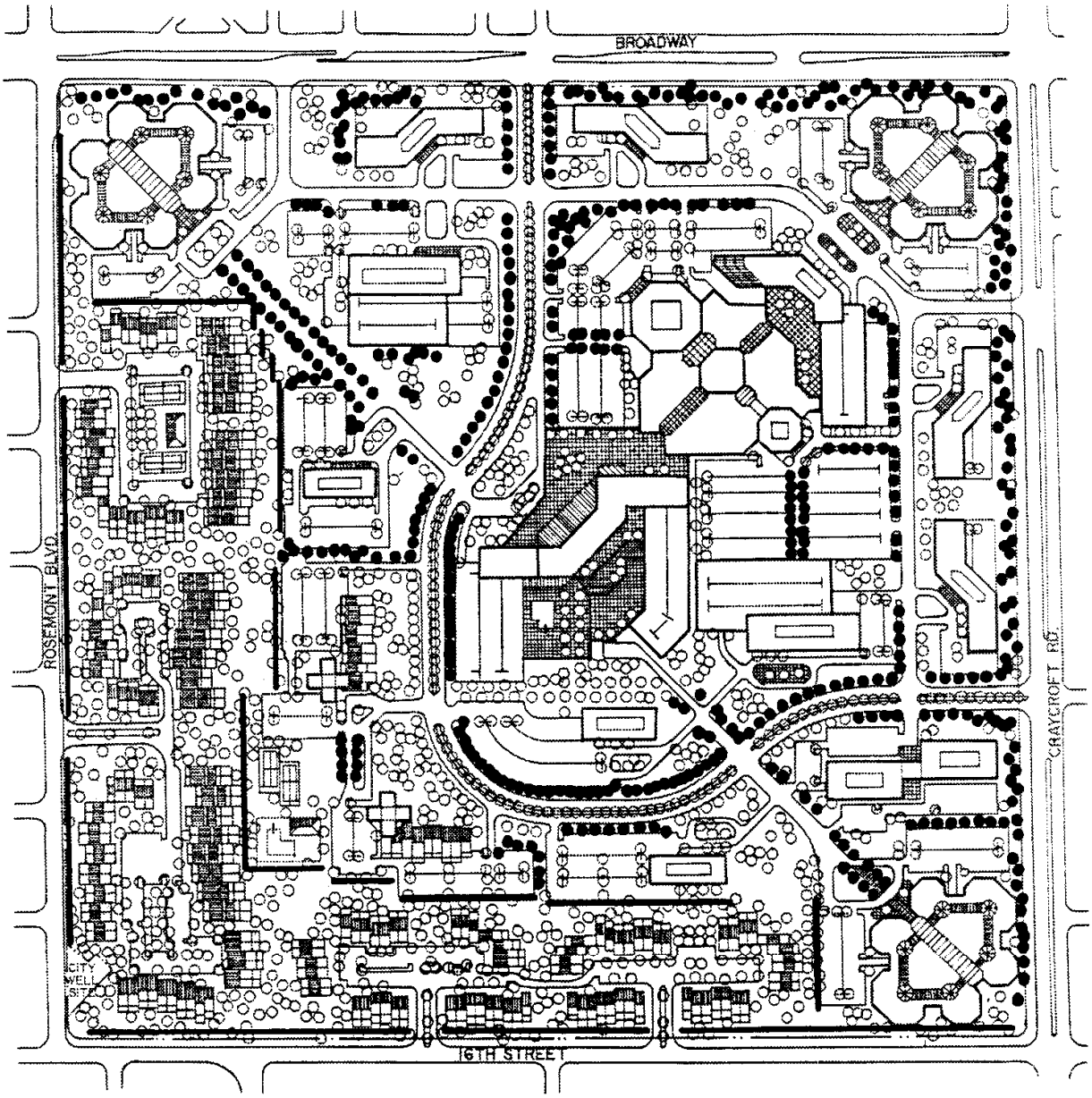
N

0 200 400 ft.

Transit Route

Bus Stop

Exhibit E



Williams Addition

Parking Lot Screen

N

0 200 400 ft.

Landscaping as Screen

Walls as Screen

Landscaping Element

Exhibit F

THE WILLIAMS ADDITION PLAN
PLANT LIST

Palo Verde
Mesquite
Arizona Ash
Evergreen Elm
Acacia
Pittosporum
Privet
Xylosma
Loquat
Pyrus
Pine
Sophora
Eucalyptus
Crepe Myrtle
African Sumac
Palms
Cape Honeysuckle
Photinia
Juniper
Star Jasmine
Texas Sage
Lantana
Cotoneaster
Gazania
Santolina
Verbena
Hibiscus
Asparagus
Catharanthus
Vinca
Yucca
Pampas Grass
Fountain Grass
Virginia Oak
Prunus
Rosemary
Sycamore
Cassia
Caesalpina
Chrysanthemum
Bamboo
Lady Bank's Rose
Jasminum
Gelsemium
Lily Turf
Mondo Grass
African Daisy
Penstemon
Mexican Primrose
Sweet Alyssum
Sedum
Echeveria
Queen's Wreath
Gold Poppy
Fig
Thevetia
Vitex
Olea

THIS PLANT LIST WAS ADOPTED AS A PART OF THE *WILLIAMS ADDITION PLANNED AREA DEVELOPMENT*. SINCE ADOPTION OF THE *PLAN*, A LOW-WATER USE/DROUGHT TOLERANT PLANT LIST MEETING THE SOUTHERN ARIZONA WATER RESOURCES ASSOCIATION AND THE ARIZONA DEPARTMENT OF WATER RESOURCES STANDARDS HAS BEEN APPROVED BY THE CITY OF TUCSON AND PIMA COUNTY. IT IS RECOMMENDED THAT THE LOW WATER USE/DROUGHT TOLERANT PLANT LIST BE REFERENCED FOR USE IN NEW DEVELOPMENT AND WHEN REVEGETATING EXISTING DEVELOPMENT PROJECTS.

Exhibit "G"

VIII

LANDSCAPING CONTROL

Drought-resistant plantings shall be utilized to achieve low water consumption and enhance aesthetic quality.

Landscape plans shall be provided during site plan review and actual landscaping shall be completed prior to occupancy of buildings within each development area.

1. Perimeter Landscaping. The perimeters of the Williams Addition shall be landscaped to meet or exceed City Standards. Specifically, the perimeter frontage on Broadway Boulevard and Craycroft Road shall be landscaped to a minimum depth of twenty feet. The landscaped perimeter fronting on Rosemont Boulevard and 16th Street shall vary from a minimum depth of five feet to a maximum depth of twenty feet. Further, a solid masonry wall shall be provided between the Williams Addition and the perimeter landscaping fronting on Rosemont Boulevard and 16th Street. Additional perimeter landscaping shall be provided in varying depths within excess right-of-way, subject to approval by the City Engineer.

2. Street Landscaping: Landscaping shall be required and maintained along all dedicated and private streets.

3. Plant List: A list of drought-resistant and native plants is attached as Exhibit G. Only such plants or acceptable alternatives may be used.

4. Wall Requirements: All required walls shall be a minimum of five feet in height and of concrete masonry construction. Walls may vary in texture and shall be constructed so as to not create a straight line.

IX

ENERGY CONSERVATION

The *Williams Addition Plan* is designed to meet the ever-increasing need to conserve natural resources. The *Plan* provides for a mix of uses which will allow individuals the opportunity to combine business and leisure activities within walking distance of their home. Transit and pedestrian planning reinforce this concept and the general arrangement of use encourages the development of energy efficient projects. The site plan for each development area shall include an energy conservation plan. The energy conservation plan shall address the following:

1. Building orientation.

2. Solar analysis.

3. Prevailing winds.

4. Landscaping.

5. Shading effect on adjacent development parcels.

6. Building thermal analysis identifying the thermal characteristics of the building enclosure.

7. Annual energy consumption in BTU/S.F.

8. Passive and active energy conservation measures proposed for the projects.

Criteria for approval shall also include performance standards adopted by the City of Tucson and the State of Arizona.

X

SIGN CONTROLS

A. General

No signs in the Williams Addition shall exceed the limits set forth in the *Sign Code* of the City of Tucson. Plans for signs shall be reviewed as part of the architectural and design controls to ensure aesthetic treatment and compatibility with the other development areas and the surrounding neighborhood. Four types of signage are recognized in the City *Sign Code* as being appropriate. These include building signs, on-premise monument signs, directional signs, and development signs.

B. The following prohibitions shall govern

1. No advertising devices shall be permitted which revolve, rotate, move or create the illusion of movement, or have any visible moving, revolving, or rotation surface or parts.

2. No part of an illuminated advertising device light source or any light shall revolve, rotate, move, or create the movement, nor change color, fluctuate or vacillate.

3. No off-premise signage, except for directional signs, shall be allowed.

XI

SITE PLANS

A. When Required

Prior to any development occurring in a development area, a site plan shall be submitted by the developer of said development area to the owner, and after its approval, then to the City for its approval. Conceptual site plans, in less detail than outlined below, showing primary building location and heights, parking layout, access and egress, and landscaped areas, are encouraged to be submitted for preliminary review at any time prior to final site plan submittal.

B. Contents

A site plan shall be prepared by the developer in accordance with the requirements of the Land Use Code (LUC) and shall also include the following:

1. Landscape and Maintenance Plan. A landscape and maintenance plan at a scale of 1" - 20' showing the location, size, and species of all plant material, and the proposed water or irrigation system to be used, along with a maintenance schedule. Plantings shall conform to the list in Exhibit G.

2. Floor Plans. Rough floor plans of the first floor and any basement or sub-surface parking of all buildings to determine adequate circulation. The floor plans shall be fully dimensioned and uses indicated. Floor plans for other typical floors shall also be submitted.

3. Elevation Renderings. Renderings, with dimensions, depicting elevation views of all sides of proposed buildings and structures. Perspective drawings may be submitted in place of elevations.

4. Cross Sections. A cross-sectional rendering of the proposed development to include the heights of buildings and structures, the dimensions of overhangs and other appropriate dimensions.

5. Sign Plans. Showing the location, size, and lighting sources of all signs, and other advertising devices.

6. Lighting Plan. A lighting plan for all parking and circulation, both vehicular and pedestrian areas, indicating the type and size of all lighting structures and illumination specifications.

7. Energy Plans. Plans or proposals shall be submitted in accordance with Paragraph IX of the *Williams Addition Plan*.

8. Additional Information. Such other statistical or graphical information or material as may be reasonably desired by the applicant or required by the owner or the Planning Director to depict unique characteristics of the site, its' proposed development, and use.

9. Special Criteria. Taking into account solar orientation, all multi-story development within 150 feet of "Area A" shall avoid facing windows directly into the residential area. "Area A" shall provide a mixture of units with at least 10 percent being of the smallest unit.

C. Review Process

1. Owner's Review. Developer's site plans shall be first submitted to the owner, or its representatives, who shall have a reasonable time to approve, modify, or reject the plans. Rejected or modified plans must be resubmitted for approval.

2. Planning Director Review. After written approval by the owner, the developer shall then submit approved Site Plans, together with fees set forth by A.D. 1.02-11, to the City for its review and approval. Sufficient copies of the Site Plan shall be submitted to the Planning Director for review. The Planning Director shall not review site plans without prior owner approval. The Planning Director shall submit the site plans to the Community Design Review Committee (C.D.R.C.), which shall have 30 days to complete its review. If there are revisions to the Site Plan, the applicant shall make necessary revisions which shall be resubmitted for further review; provided, however, that if substantial changes are made in the Site Plan, it shall be resubmitted to Owner in accordance with sub-paragraph 1 above.

3. Approval. Provided all other applicable Tucson Code regulations are met, approval by the Planning Director shall be on the basis for the issuance of building permits, licenses, and certificates of occupancy.

4. Appeals. Appeals from any decision of the Planning Director shall be to the Mayor and Council.

5. Amendments to Site Plan. Amendments to the Site Plan shall be processed as an original site plan.

6. Enforcement. The Planning Director and the Building Safety Administrator shall be responsible for enforcement in accordance with the Land Use Code.

XII

REVIEW AND APPROVAL PROCEDURES

A. Adoption

The *Williams Additions Planned Area Development* shall be processed in accordance with the *Land Use Code* and may be amended from time to time in accordance with such provisions.

B. Enforcement

The Planning Director and Building Safety Administrator shall be responsible for enforcement of this *Plan*.

C. Conflict with City Statutes

In the event the terms of this *Plan* conflict with the *Land Use Code* of the City of Tucson, the *Plan* shall govern.

D. Minor Changes

The Planning Director may, upon request by the Developer, allow minor changes to the criteria set forth in the *Planned Area Development*, providing said changes are not in conflict with the overall intent as expressed in the *Planned Area Development*. Minor changes do not include anything which alters allowable uses, building heights, floor-area ratios, residential densities, or perimeter landscaping. Any changes must conform to appropriate sections of the Land Use Code.

XIII

SPECIAL DEVELOPMENT CONDITIONS

A. During construction, Owner will direct that all heavy equipment being utilized in Williams Addition be routed out of the Rosemont West Neighborhood. Construction vehicles will be directed to enter from Broadway and Craycroft Road directly into the Williams Addition.

B. During construction, parking for construction employees will be provided within Williams Addition.

C. Should conditions warrant, Owner will join with Rosemont West Neighborhood Association to request of the City that "No Parking" signs be placed on both sides of Rosemont Boulevard and 16th Street.

D. Owner will participate in traffic improvements to Rosemont and Broadway Boulevards intersection and will participate in the signalization of Craycroft Road and 16th Street intersection, if deemed necessary by the City.

E. Owner will construct medians in front of designated streets (facing Areas A and B) which join Rosemont Boulevard and 16th Streets.

F. Should conditions warrant, and if directed by the City, Owner will participate in traffic improvements to the Beverly and Broadway Boulevards' intersection in order to minimize through traffic to the north on Beverly.

ADDENDUM

Lots 1, 10 and 11 : The following is a summary of an amendment to the *Williams Addition Planned Area Development* adopted by the Mayor and Council on May 12, 1986, by Resolution #13631; (for Lots 10 and 11), (Resolution #16672 for Lot 21).

A. Retail and restaurant uses are permitted principal uses in a separate building on Lots 1, 10 and 11 provided that:

1. No merchandise or supplies will be stored or displayed outside an enclosed building and no drive-through service is permitted for the restaurant use;

2. The parking ratio for a restaurant as a principal use in a separate principal structure (freestanding) will be one parking space per 135 square feet of floor area.

3. Dinner Club on south portion of Lot 10, Resolution #15341.

4. Restaurant/retail (No outdoor speakers.) Lot 1.

B. Overall lot coverage for Lots 1 and 10 shall not exceed eighty (80) percent.

C. The *Land Use/Density Plan* is amended by deleting the north/south roadway extending south from Broadway Boulevard between Lots 10 and 11. Design of access and necessary off-site street modification must be approved by the City Engineer.

D. A proposed development plan for Lot 10 shall be submitted which delineates integration with the south half of Lot 10, emphasizes pedestrian linkage per Exhibit D of the *Williams Addition Planned Area Development*, and provides an appropriate landscape buffer along Broadway Boulevard and Craycroft Road in conformance with Section VIII.I of the *Williams Addition Planned Area Development*.

The following is a summary of an amendment to the Williams Addition Planned Area Development adopted by the Mayor and Council on June 11, 1990, by Resolution #15241:

Allows Dinner Club at 5470 East Broadway, Lot 10.

The following is a summary of an amendment to the *Williams Addition Planned Area Development* adopted by the Mayor and Council on August 1, 1994, by Resolution #16672:

Lot 21: Allow multi-family residential, density not to exceed 27 units per acre, increase lot coverage to 80%, and establish a minimum usable open space of 300 square feet per residential unit.

Lot 23: Allow multi-family residential, density not to exceed 27 units per acre, limit the building height for residential to 40 feet, and establish a minimum usable open space of 300-square-feet per residential unit.

Lot 1: Allow restaurant and retail use as primary permitted use. (March 24, 1997 – Change of Condition of Rezoning)

Lots 8 & 9: Allow Restaurant and retail uses as stand-alone primary principal uses subject to certain conditions adopted in Ordinance #9594 on August 6, 2001 and listed as follows:

EXHIBIT "A" TO ORDINANCE NO. 9594

Requirements for Rezoning Case C9-01-07 (PAD Bourn Properties - Craycroft Road Pad 1 Zoning) as established by the Mayor and Council on August 6, 2001.

This ordinance is subject to the following conditions:

1. Submittal and approval of a development plan, landscape plan, building elevation drawings and outdoor lighting plan, in compliance with the *Williams Addition Planned Area Development (PAD)* and all conditions of rezoning, for review in accordance with Section 5.3.8 of the *Land Use Code.*

2. Development is to provide a safe, attractive and effective principal pedestrian corridor from the Craycroft Road and Williams Circle frontages, through the site, and inter-connecting the uses within the site. To be consistent with overall Williams Addition PAD objectives, the main pedestrian access is to have a gateway design, landscape treatment and security lighting.

3. Any required or proposed masonry screen walls shall be constructed of, or painted with, graffiti-resistant materials. The walls shall incorporate one of the following decorative materials: (a) tile, (b) stone, (c) brick, (d) textured brick/block, (e) a coarse-textured material such as stucco or plaster, or (f) a combination of the above materials.

4. Refuse collection and loading areas shall be located a minimum one-hundred (100) feet from the property lines of any existing or proposed residential development.

5. All parking areas within one hundred (100) feet of the property lines of any existing or proposed residential development shall be signed "No Truck Parking between the hours of Midnight and 6:00 A.M."

6. No outdoor speaker systems audible from surrounding properties.

7. No outdoor storage or outdoor display.

8. For retail and restaurant uses, height of buildings shall be limited to no more than 27 feet. Parapets may extend up to a maximum of 6 feet above roofline.

9. For retail and restaurant uses, maximum Floor Area Ratio permitted of 0.30.

10. Any exterior mechanical equipment, including, but not limited to, air conditioning equipment, shall be screened from view of the adjacent residential properties and the street frontages with opaque screening materials of a color which is complementary to the building color. If the equipment is located on the ground, landscaping may also be used as a screening method.

11. Each principal building on site must have a clearly defined, highly visible customer entrance, with at least three of the following:
    a) Canopies, porticos, overhangs, arcades, raised cornice parapets over the door, peaked roof forms, arches, outdoor patios, display windows.
    b) Architectural details such as tile work and moldings that are integrated into the building structure and design.
    c) Integral planters or wing walls that incorporate landscaped areas.

12. Design side and rear building facades with attention to architectural character and detail comparable to the front facade, particularly if rear and side facades are not screened from view from streets or adjacent properties in *Williams Addition PAD*.

13. Provide a variety of rooflines, especially where building heights exceed 20 feet, to reduce the apparent scale of buildings and to minimize the linear aspects of all building walls.

14. Freestanding signage shall be shown on the landscape plan and be compatible with the architectural style or theme of the *Williams Addition PAD*. Building signage shall be shown on the building elevations that are to be included with the development plan submittal for review.

15. Outdoor lighting shall be no higher than 20 feet above the average finished grade and shall be shielded and directed away from adjacent residential uses.

16. Additional fire hydrants are required.

17. A detailed hydrology, hydraulics and drainage report is required, addressing both detention and retention calculations and other requirements as provided by Engineering/Floodplain staff. A 5-year Threshold Retention Volume shall be provided, either in landscape areas or in a separate set aside storage facility.

18. Water harvesting techniques shall be utilized by conveying rooftop areas. Parking area access lanes and parking area drainage to be designated as water harvesting areas.

19. The owner/developer shall contribute $20,000 towards construction of an additional cell/box culvert under Craycroft Road.

20. Dedication of right-of-way, per the Major Streets and Routes Plan, along Craycroft, as required.

21. A Traffic Impact Study/Report Category I is required. The report will determine the effect that the new development will have on the existing roadway infrastructure and level of services. The report will determine if right turn deceleration lanes will be required on Craycroft Road at the access locations of the site. The study is to include the intersections of Craycroft Road and Cooper Street, Craycroft Road and Williams Boulevard, and access locations to the site.

22. No more than ***two** ~~one new~~ access driveway**s** shall be allowed for Craycroft Road for right in and right out traffic movement. No new median openings on Craycroft Road and Williams Boulevard will be allowed. ***and the developer shall provide a deceleration lane on Craycroft**.

23. The closest access point on Cooper Street from the proposed site will be a minimum of 150 feet from Craycroft Road.

24. Incorporate "Safe by Design" concepts in the development plan, as recommended by the Tucson Police Department.

25. Any relocation, modification, etc., of existing utilities and/or public improvements necessitated by the proposed development shall be at no expense to the public.

26. The applicant shall forward architectural design to the Architectural Review Committee (ARC) for *Williams Addition PAD* for their review, per ARC.

*AMENDMENTS made at the Mayor and Council meeting of August 6, 2001. (KSD:kc)

(For development criteria related to office and residential primary uses on lots 8 & 9 refer to Development Area ‘C”)

Lot 25-B: The following is a summary to the *Williams Addition Plan Area Development* adopted by Major and Council on October 28, 2008 by Ordinance No. 10587 for Lot 25-B.

EXHIBIT "A" TO ORDINANCE NO. 10587

Requirements for Rezoning Case C9-08-08 (PAD Western International – Williams Boulevard, Pad-1 Zone) as established by the Mayor and Council on October 7, 2008.

This ordinance is subject to the following conditions:

PROCEDURAL

1. A development plan in substantial compliance with the preliminary development plan dated May 12, 2008, and the Design Compatibility Report, is to be submitted and approved in accordance with Section 5.3.8 of the Land Use Code.

2. The property owners shall execute a waiver of potential claims under A.R.S. Sec. 12-1134 for this zoning amendment as permitted by A.R.S. Sec. 12-1134 (I) in the form of approved by the City Attorney and titled "Agreement to Waive Any Claims Against the City for Zoning Amendment".

3. Historic or prehistoric features or artifacts discovered during future ground disturbing activities should be reported to the City of Tucson Archaeologist. Pursuant to A.R.S. 41-865 the discovery of human remains and associated objects found on private lands in Arizona must be reported to the Director of Arizona State Museum.

4. Any relocation, modification, etc., of existing utilities and/or public improvements necessitated by the proposed development shall be at no expense to the public.

5. "Safe by Design" concepts shall be incorporated in the development plan for review by the Tucson Police Department.

6. Owner/developer shall enter into a Sewer Service Agreement with Pima County that specifies the improvements to be made to Pima County's public sewerage system, and the timing of said improvements.

LAND USE COMPATABILITY

7. Owner/developer shall provide two single or one double wide solid waste storage/enclosure areas for the purpose of storing one refuse and recycle container in each. Each enclosure shall be designed per DS 6-01.3.0 & 6-01.4.0.

DRAINAGE/GRADING/VEGETATION

8. Should buffelgrass be present on the site, a buffelgrass mitigation management plan shall be created for the site as a component of the Native Plant Preservation Plan portion of the Landscape Plan.

9. Preparation of a complete Drainage Report, including details of detention/retention, is required. Should detention/retention be required, the following will apply:

a. Each detention/retention basin shall include a sediment trap, or other sediment control measures as approved by the City Engineer, to prevent sedimentation of the detention/retention basin. Each sediment trap, or other sediment control measure, shall have a provision for total drainage.

b. Detention/retention basin floors shall be graded to drain either toward the outlet structure or other logical point. Basin floors shall not be flat.

c. Detention/retention basins in or adjacent to the residential area shall be located adjacent to a street or accessible common area. Basin sideslopes in the adjacent area(s) shall be designed and constructed in accordance with the requirements of the Detention/Retention Manual for human activity zones.

d. Rectangular basin shapes shall be avoided unless necessitated by recreational or visual amenities within the basin.

e. Vegetation shall be used as screening and/or security barrier for a minimum of ten percent of the basin perimeter.

f. All security barriers and screening for detention/retention basins shall meet Safe By Design Guidelines.

10. Rain water harvesting must be conducted at this site per the requirements in Land Use Code (LUC) section 3.7.1.1.A, requiring that landscaping should accomplish natural resources conservation; LUC Section 3.7.4.3.B requiring integration of grading, hydrology and landscaping to make the maximum use of stormwater for onsite irrigation; and LUC Section 3.7.4.5.B requiring that stormwater and runoff harvesting be used to supplement drip irrigation for both new and preserved vegetation. Techniques to design and implement water harvesting are described in the City of Tucson's Water Harvesting Guidance Manual. This document can be downloaded as a pdf file from the following website: <http://dot.ci.tucson.az.us/stormwater/>.

    To comply with the above-referenced LUC sections, rainwater harvested from building roofs, sidewalks, and parking lots shall be employed to assist in supporting landscaped areas including parking lot tree wells, landscape buffers, sidewalk plantings, and other vegetation locations at the site. Site plans shall include Water Harvesting Plan & Detail sheet(s) showing all water harvesting locations at the site including common areas, perimeter buffer areas and any retention/detention basins and should include the length, width and finished depth of the water harvesting areas, curb openings, raised walkways, use of mulch, and drainage arrows showing runoff routing to each water harvesting area and information on where overflow will be routed.

The Office of Conservation and Sustainable Development shall be consulted regarding water harvesting principles, techniques, and code requirements.

The Development Regulations will be amended for Development Area D, as set forth below.

***

D. Development Area 'D'

2. Uses Permitted: residential dwelling units, offices, restaurants, and service retail uses if located within a principal building; hotel and accessory uses allowed in Area D north and east of Williams Boulevard and Lot 25-B only.

2. Maximum Residential Density: 80 units per acre.

3. Building Setback Requirements from Public Streets: a distance equal to 60 percent of the building height, but not less than 20 feet.

4. Distance Between Buildings: a distance equal to 60 percent of the building height, but not less than 20 feet; providing, however, that if the buildings are linked either physically or architecturally, that there shall be no requirement of distance between the buildings.

5. Maximum Building Coverage: 80 percent of the lot area.

8. Maximum Floor Area Ratio: 6.0.

7. Minimum Usable Open Space Per Residential Dwelling Unit: 300 square feet, for all other uses a minimum of 10 percent of the total lot area.

8. Maximum Height: 120 feet.

9. Access: limited to Williams Boulevard and other wholly internal streets.

10. Lot 25-B allowed parking ratio of .80 parking spaces per room.

11. Lot 25-B allowed loading zone space to be sized at 10' x 20'.

12. *Lot 25-B: See Williams Addition PAD. Addendum Section for contents and requirements to be included with the development plan submittal.

***

VII TRAFFIC PLAN

6. Parking

   a. Space Requirements

      2. Hotel: One space per room. Except Lot 25-B allowed parking ratio of 80 parking spaces per room.

***

7. **Loading:** Loading space requirements and specifications shall be in accordance with those required by Article V. Chapter 23 of the Tucson Code. *Exept Lot 25-B allowed loading zone space to be sized at 10’ x 20’.

WILLIAMS ADDITION

Report On Vehicular Traffic Impacts

Prepared by:

CELLA BARR ASSOCIATES

2075 NORTH SIXTH AVENUE

TUCSON, ARIZONA 85705

EXHIBIT H

WILLIAMS ADDITION

Report on Vehicular Traffic Impacts

Williams Addition is a 145-acre tract of land located at the southwest corner of Broadway Boulevard and Craycroft Road. The tract is currently occupied by a small number of single-family residences. It is proposed to undertake a "Planned Area Development" for major developments which would include office buildings, retail stores, a hotel, and multi-unit residential housing. The purpose of this report is to examine the impacts of new traffic generated by development of Williams Addition; to make suggestions for best serving this new traffic, and to minimize adverse impacts on existing arterial streets and neighborhoods surrounding the site.

In analyzing traffic impacts, field studies of existing traffic were conducted and proposed land uses and site plans were studied. This information was gathered, interpreted, tabled, and graphed to provide a simple and logical explanation of the findings. Recommendations were then prepared.

The following general outline is used to present the findings of this study:

I. Existing and New Traffic
II. Traffic Signals
III. Williams Boulevard - Intersection at Craycroft Road
IV. Williams Boulevard - Intersection at Broadway Boulevard
V. Rosemont Boulevard - 16th Street

I

EXISTING AND NEW TRAFFIC

Figure 1 shows the proposed Williams Addition land uses; the recommended collector street network to serve these land uses; and the estimate of vehicular trips expected to be generated by the proposed land uses. It is important to note that the recommended collector street network includes two separate streets, Williams Boulevard to serve new commercial land uses and Rosemont Boulevard - 16th Street to serve existing and new residential uses. Figure 2 and 3 show estimated traffic volumes on the collector streets and the traffic turning movements at intersections with Broadway Boulevard and Craycroft Road. Figure 4 shows the increase in off-site traffic that is estimated to result from the full development of Williams Addition.

II

TRAFFIC SIGNALS

Estimated traffic volumes on Williams Boulevard at the intersections with Broadway Boulevard and Craycroft Road were compared to the traffic volumes listed in the Manual on Uniform Traffic Control Devices for conditions warranting installation of traffic signals. The results of this evaluation are shown below:

	Vehicles per Hour (8 Hours) Major Street Both Directions	Vehicles per Hour (8 Hours) Minor Street Approach Direction
Warrant #1 Requirements	600	150
Warrant #2 Requirements	900	100
Williams Boulevard Intersection at Craycroft Rd.	1,600	210
Williams Boulevard Intersection at Broadway Blvd.	3,430	360

It is evident from this comparison that installation of traffic signals is warranted at intersections of Williams Boulevard with Craycroft Road and with Broadway Boulevard. It is therefore recommended that traffic signal installation at these two intersections be approved.

III

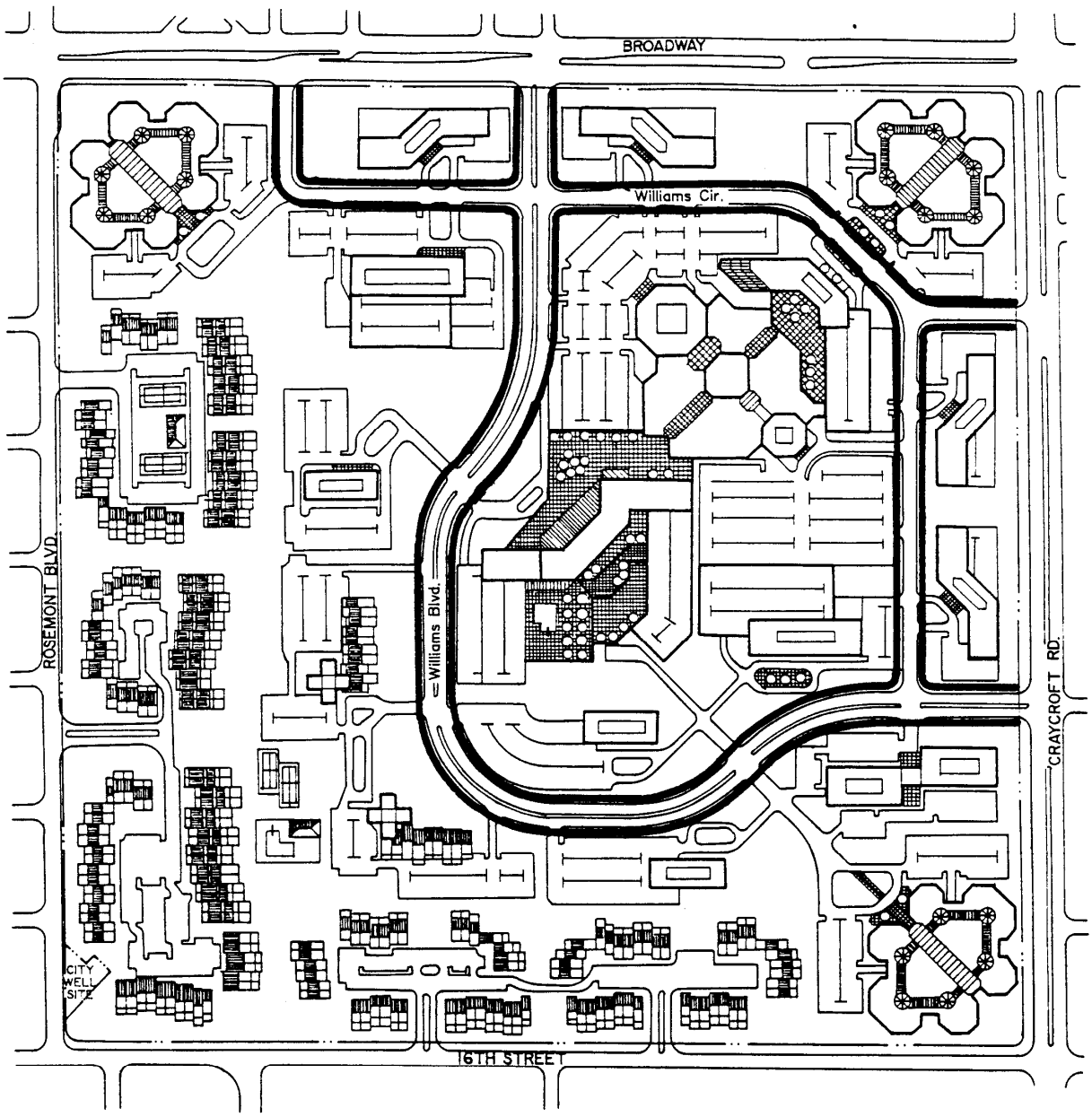
WILLIAMS BOULEVARD - INTERSECTION AT CRAYCROFT ROAD

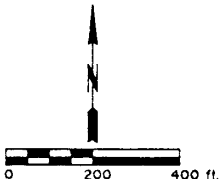
Figure 5 illustrates the proposed location for connecting Williams Boulevard to Craycroft Road at 14th Street. The 14th Street location meets a planned median opening. It is proposed to install a traffic signal at this intersection, based on the warranting conditions presented in Section II.

14th Street, east of Craycroft Road, serves a residential neighborhood. The potential use by motorists of 14th Street east of Craycroft Road as a through route to Broadway Boulevard or Wilmot Road was evaluated and determined to be very unlikely due to the non-direct routing and limited width of portions of 14th Street (see Figure 6).

Evaluation of this intersection with respect to available left-turn signal time, if a traffic signal were installed, indicated that 40 to 50 seconds could be utilized for left turns without interrupting traffic platoons on Craycroft Road. Estimated left-turn traffic volumes indicate a need for a minimum of 25 to 35 seconds. It thus appears that there would be ample time for left-turn signalization without significantly interrupting traffic on Craycroft Road.

The City Traffic Engineering Division has indicated that a maximum time of 60 seconds green time per signal cycle during peak hours could be allocated to left turns to and from Williams Boulevard. As shown above, this will be adequate.



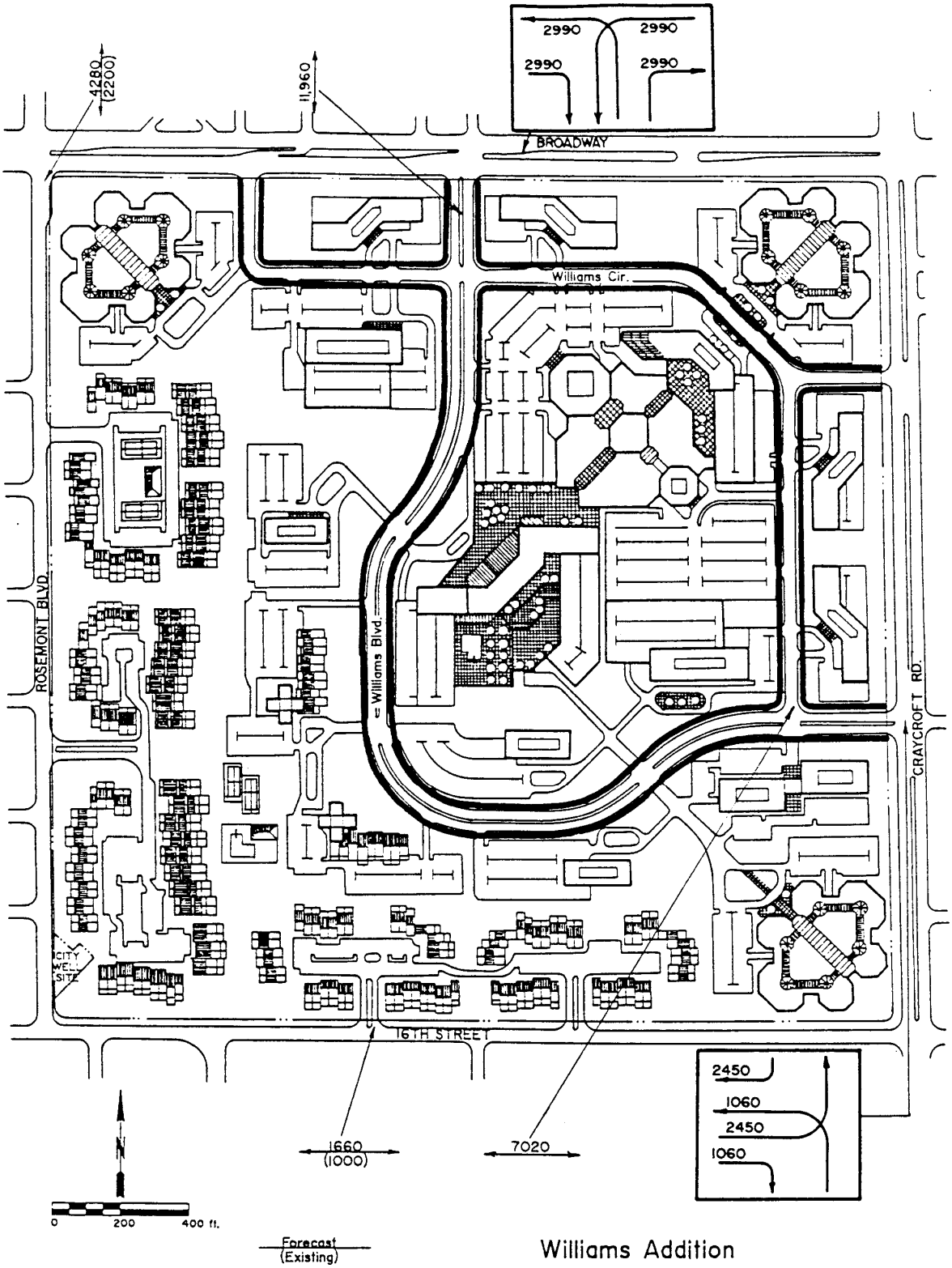


Williams Addition

Office	1,260,000 sq. ft. -	13,740 trips per day
Retail	215,000 sq. ft. -	4,000
Hotel	650 rooms -	3,380
Residential	702 units -	5,190
		26,310 trips per day

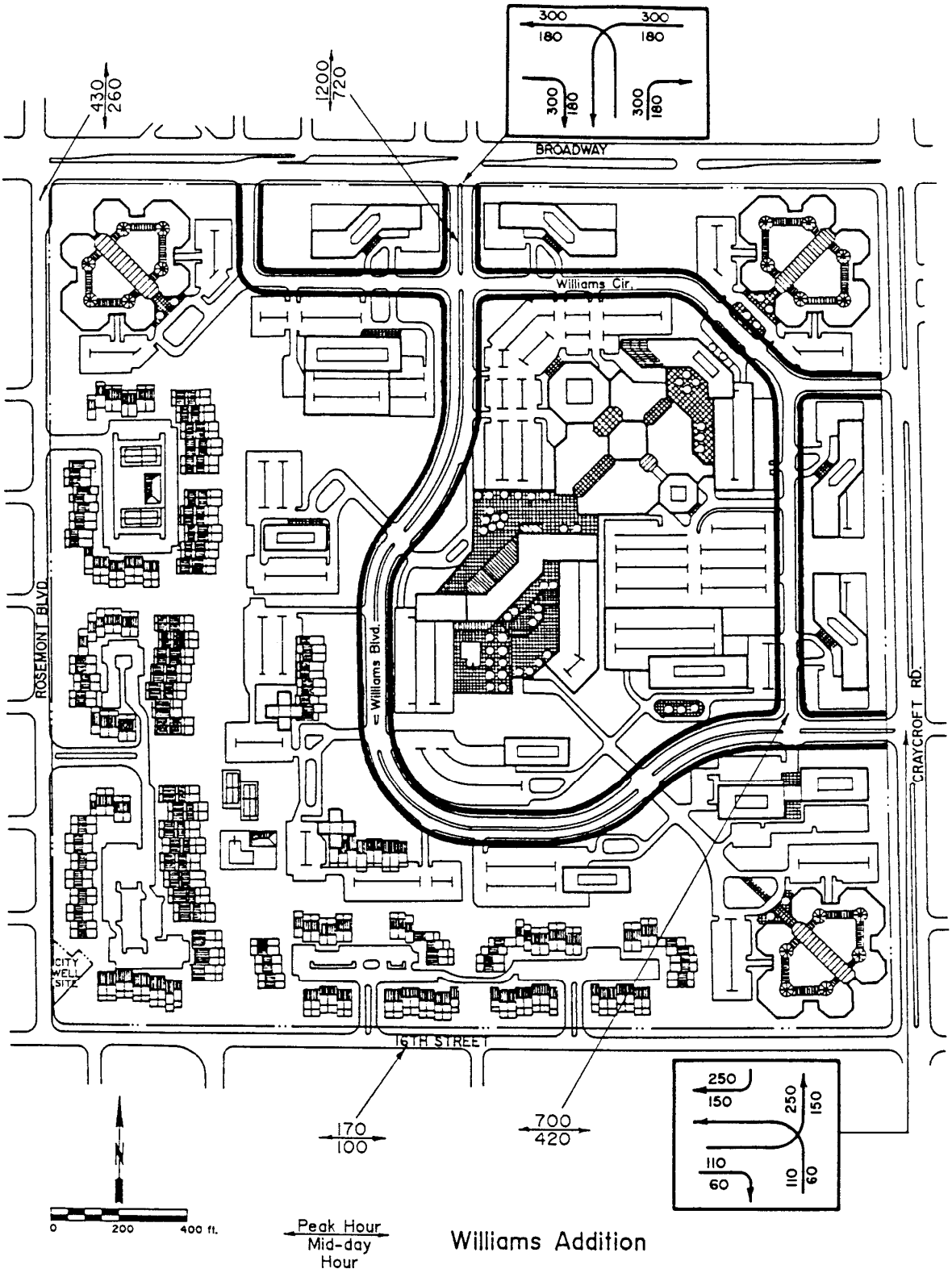
Estimate Of Vehicular Trips Expected

Figure 1



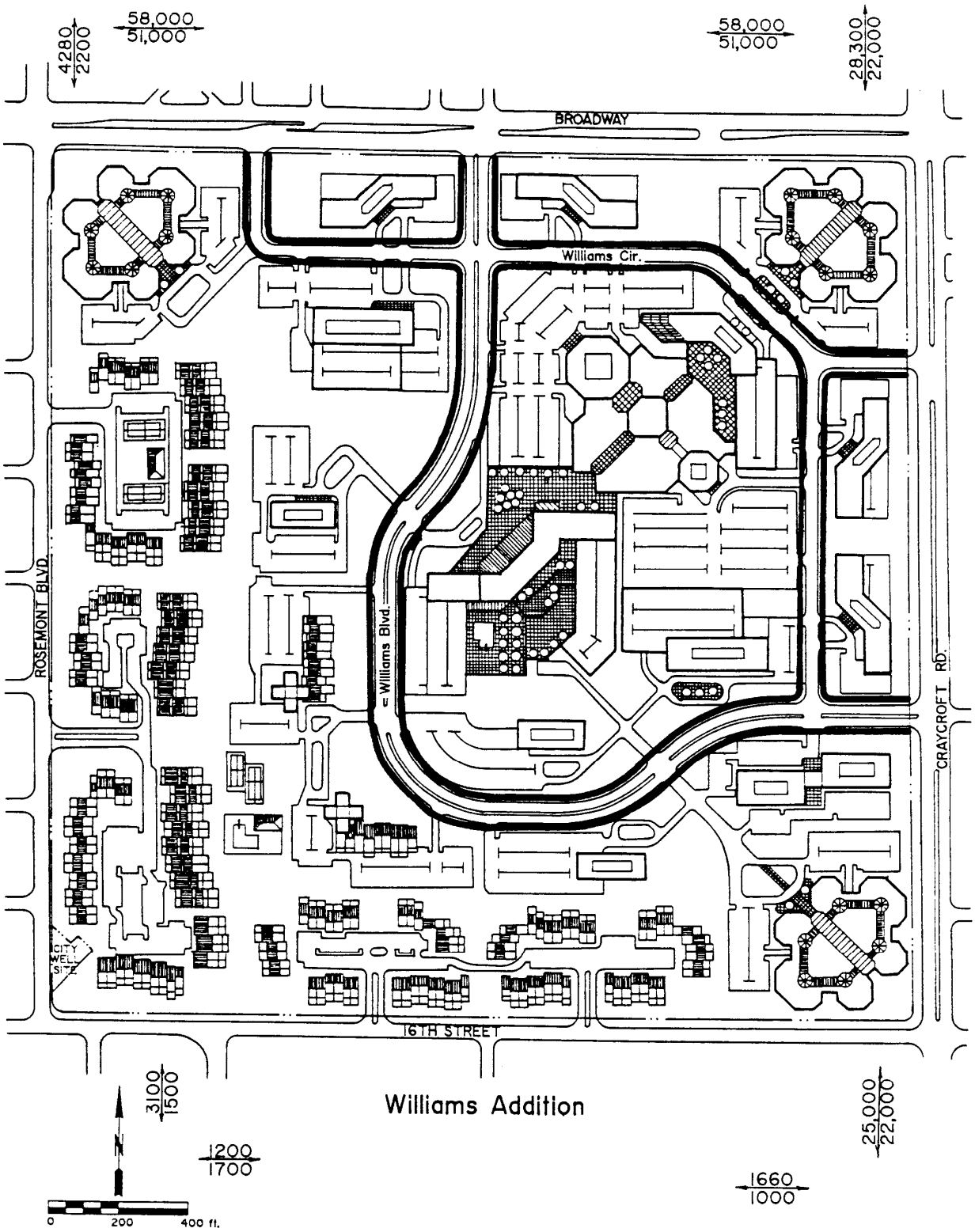
Estimated Traffic Volumes
And Turning Movements

Figure 2



Estimated Traffic Volumes And Turning Movements

Figure 3



Estimate Of Increase
Of Off-site Traffic

Figure 4

IV

WILLIAMS BOULEVARD - INTERSECTION AT BROADWAY BOULEVARD

It is proposed that Williams Boulevard intersect Broadway Boulevard at the one-fourth mile point (midway between Craycroft Road and Rosemont Boulevard) and that a traffic signal be installed at that site. The information summarized in Section II indicates that a traffic Signal is warranted.

Analysis of the impacts of installing a traffic signal at the Williams Boulevard - Broadway Boulevard location indicates that continuity of normal traffic progression on Broadway Boulevard would not need to be interrupted in the peak direction. However, in the off-peak direction, some interruption would occur. This would have similar impacts as the current traffic signal at Broadway Boulevard and Dodge Boulevard.

As a measure to minimize the impact of the proposed traffic signal on Broadway Boulevard to through traffic it is recommended that two left-turn lanes be provided in the Broadway Boulevard median for (westbound to southbound) left turns. As shown in Figure 7, the curbed median on Broadway Boulevard is 26 feet in width. This median could accommodate two 10-foot turning lanes and a 6-foot curbed median.

Double left-turn lanes are also recommended on Williams Boulevard to serve northbound traffic turning left to Broadway Boulevard. This would further decrease the time interruption on Broadway Boulevard.

The required single-lane storage length for left turns onto Broadway Boulevard is 250 feet. The length requirement for double lanes is about 125 feet. Available length is 270 feet. The double left turn lanes on Williams Boulevard would assure adequate storage capacity between intersections at Broadway Boulevard and Williams Circle. Figure 8 illustrates the recommended lane arrangements.

The City Traffic Engineering Department has indicated that a maximum time of 35 seconds green time per signal cycle during peak hours could be allocated to left turns to and from Williams Boulevard. This time allocation will be adequate to serve the needs of Williams Addition at that location.

In reviewing alternatives to use of the one-quarter mile location on Broadway Boulevard, consideration was given to a Williams Boulevard connection to Rosemont Boulevard. This plan would utilize the existing signalized intersection at Rosemont Boulevard to serve two collector streets. However, this feature would also defeat the original purpose of developing an interior collector street serving commercial traffic separate from Rosemont Boulevard - 16th Street which serve residential traffic. As proposed, Williams Boulevard would serve commercial uses only, i.e. retail stores, offices, and a hotel. Rosemont Boulevard and 16th Street would serve residential uses only.

Concern has been expressed that a traffic signal installed on Broadway Boulevard at the Williams Boulevard/Beverly Avenue intersection would attract Williams Boulevard and other through trips to Beverly Avenue in lieu of their normal travel routes on Broadway Boulevard and Craycroft Road or

Rosemont Boulevard (north). Figure 9 shows the street network in the area. As shown, there is no reasonable direct routing utilizing Beverly Avenue for travel between Broadway Boulevard and north Rosemont Boulevard.

Trips between Broadway Boulevard and Craycroft Road could use a combination of 7th Street, Woodland Vista, and Beverly Avenue. However, northbound trips would have to turn left from 7th Street onto Craycroft Road at an unsignalized intersection in preference to using the signalized intersection at Broadway Boulevard and Craycroft Road. This is not a likely choice. Southbound trips on Craycroft Road desiring to enter Williams Addition are the only trips which would have any reason to consider Beverly Avenue an advantageous routing. These trips, however, also have the more desirable option of continuing north on Craycroft Road to the Williams Boulevard entrance at Craycroft Road and then turning right into Williams Addition.

In short, there appear to be no through trips which would gain a real advantage by utilizing Beverly Avenue, Woodland Vista, and 7th Street in preference to the normal arterial street routings. Nonetheless, if the residents in the area feel strongly that too many inappropriate trips would utilize this routing, a barrier could be installed on Beverly Boulevard to prevent through trips. An important point to consider, however, is that a traffic signal at Beverly Avenue would provide safer access for left turns to and from Broadway Boulevard for neighborhood residents served by Beverly Avenue. They do not now have any signalized entrance to nearby arterial or collector streets.

The possibility of constructing an eastbound deceleration lane on Broadway Boulevard in advance of Williams Boulevard has been reviewed. The City currently stripes "diamond" lanes adjacent to the curb which provide exclusive service for busses and for right-turning traffic. These lanes serve, in effect, as deceleration lanes for right turning traffic. If the City intends to continue this practice there appears to be no need for a supplemental right turn deceleration lane. If, however, the City plans to discontinue the use of "diamond" lanes, the deceleration lane could be beneficial.

V

ROSEMONT BOULEVARD - 16TH STREET

As noted previously, Figure 1 shows the vehicular trips expected to be generated by the various land uses. Rosemont Boulevard and 16th Street would experience residential-oriented travel as shown below:

	Rosemont Blvd. at Broadway	16th Street at Craycroft
Vehicles per day: current	2200	1000
forecast	4280	1600
Vehicles per hour, peak hour:	220	100
	430	170
Vehicles per minute, peak hour:	3.7	1.7
	7.2	2.8

The increased traffic during peak hours (7-8 a.m. and 4-5 p.m.) after full development of the proposed residential area will be about 3-1/2 vehicles per minute on Rosemont Boulevard and one vehicle per minute on 16th Street. During other hours the increase will be substantially less. The level of service is currently level A on Rosemont Boulevard and on 16th Street, except at the intersections with Broadway Boulevard and at Craycroft Road. It will continue at Level A after the increase. At the intersections the estimated current and future levels of service (at peak hours) are as follows:

	Volume/Capacity Ratio	Level of Service
Rosemont Boulevard at the Intersection with Broadway Boulevard:		
Current	0.06	A
Future with traffic increases	1.00	F
Future with traffic increase and suggested street improvements	0.60	A
16th Street at the intersection with Craycroft Road:		
Current	0.30	A
Future with traffic increases	0.45	A

This review indicates that, with suggested intersection improvements (one additional northbound lane on Rosemont Boulevard at the Broadway Boulevard intersection), the level of service can be maintained at Level A.

Figure 10 shows the street networks in the areas west and south of Williams Addition. In the area south of Williams Addition, Magnolia Avenue and Beverly Avenue provide the only routes to 22nd Street. They are not direct and, therefore, would not appear to be likely to attract through traffic.

In the area west of Williams Addition several streets offer direct routing to Swan Road from Williams Addition. Measures which could be implemented to discourage or prevent this traffic routing include:

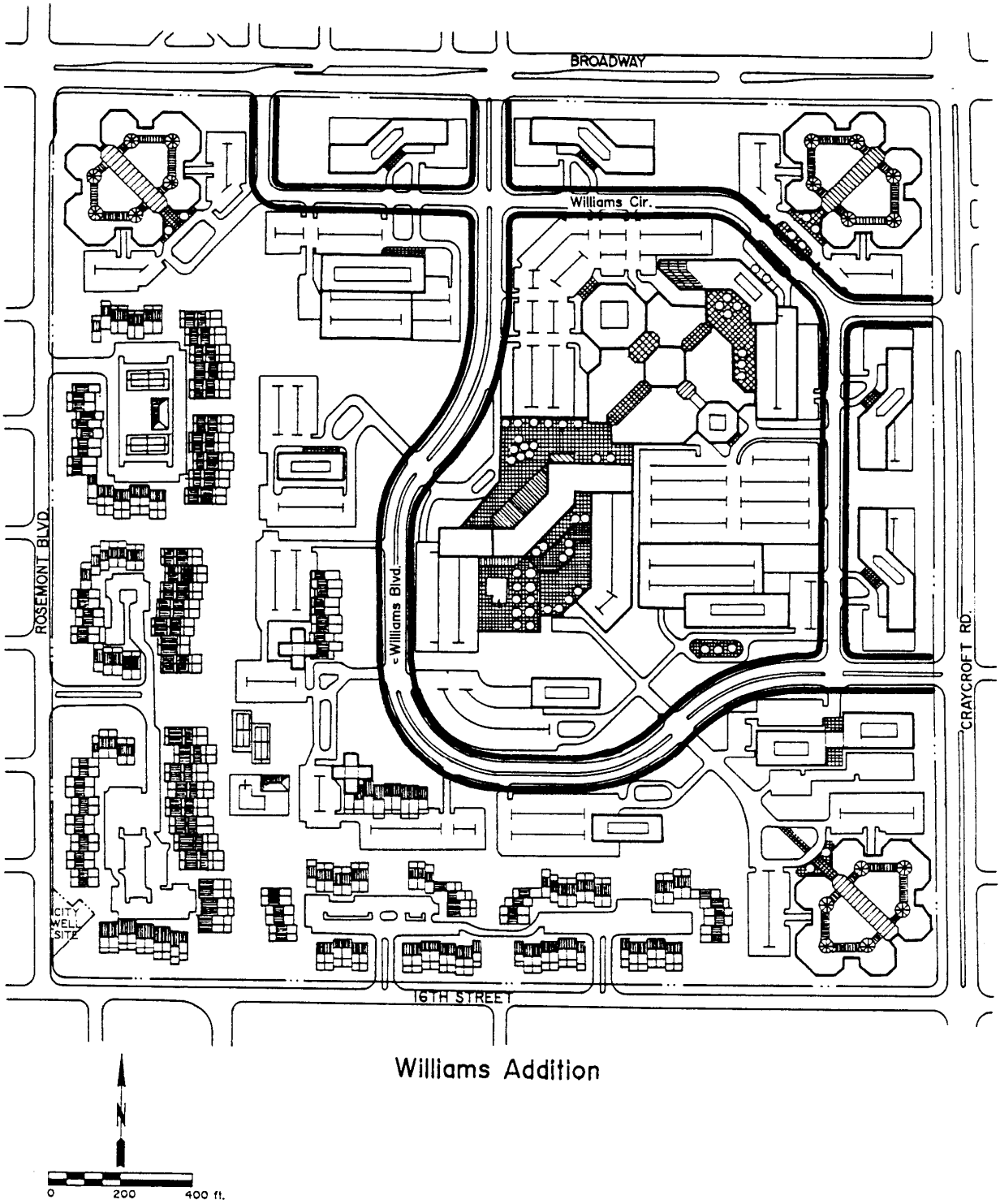
1. Improvement of the Rosemont Boulevard-Broadway Boulevard intersection by widening of Rosemont Boulevard and construction of a raised median with a left turn lane. The raised median would inhibit the use of Rosemont Boulevard by nearby commercial oriented travel thus increasing its attraction for trips to and from the new residential areas.

2. Placement of stop signs on the east-west streets at Niven Avenue. This would discourage east-west through trips.

3. Location of streets serving the new Williams Addition residential areas at mid-block intersections with Rosemont Boulevard, thus making it difficult to use the east-west streets.

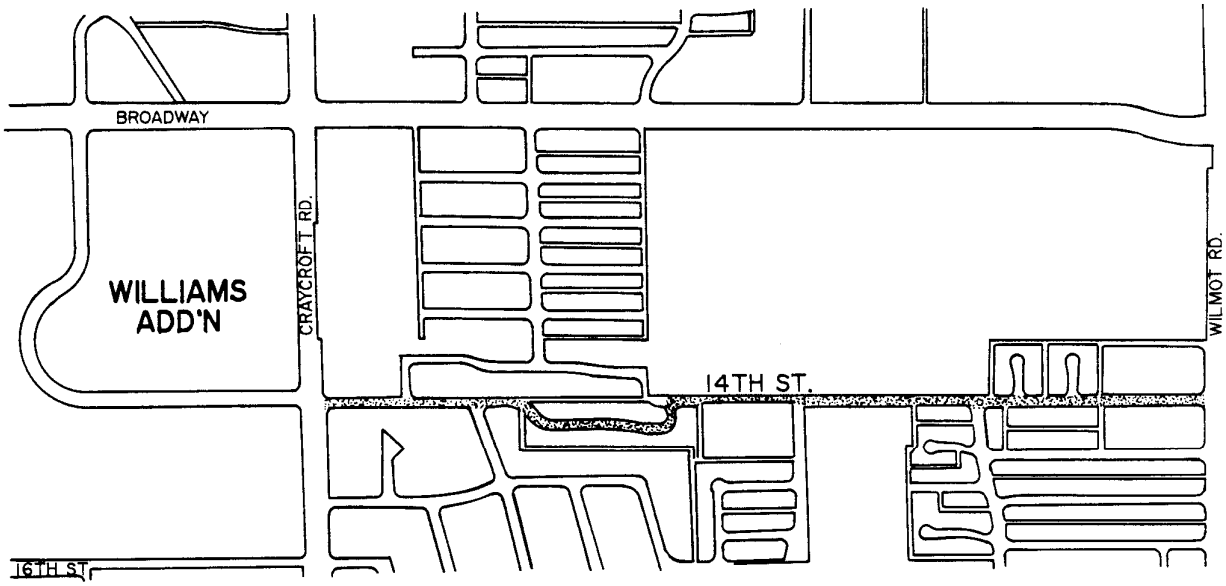
4. In connection with (3), the installation of a narrow, raised median along the center of Rosemont Boulevard to prevent left turns to and from the east-west streets. This would, however, deny access to the northbound lane on Rosemont Boulevard for area residents west of Rosemont Boulevard.

5. Construction of cul-de-sacs at the east end of east-west streets, thus serving them from Rosemont Boulevard. This would also deny access to the northbound lane on Rosemont Boulevard for residents west of Rosemont Boulevard.



Williams Boulevard Connection To Craycroft Road At 14th Street

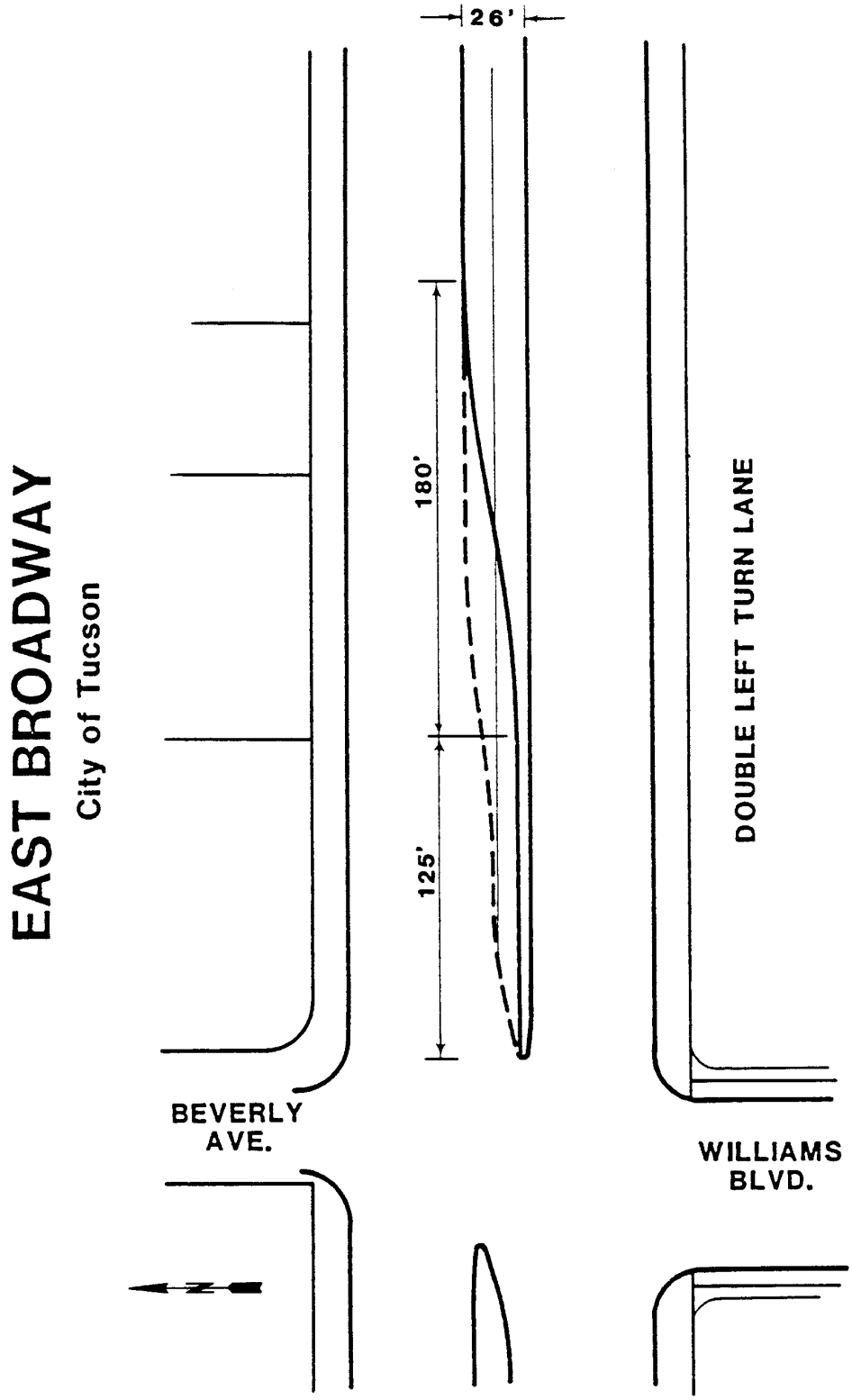
Figure 5



Williams Addition

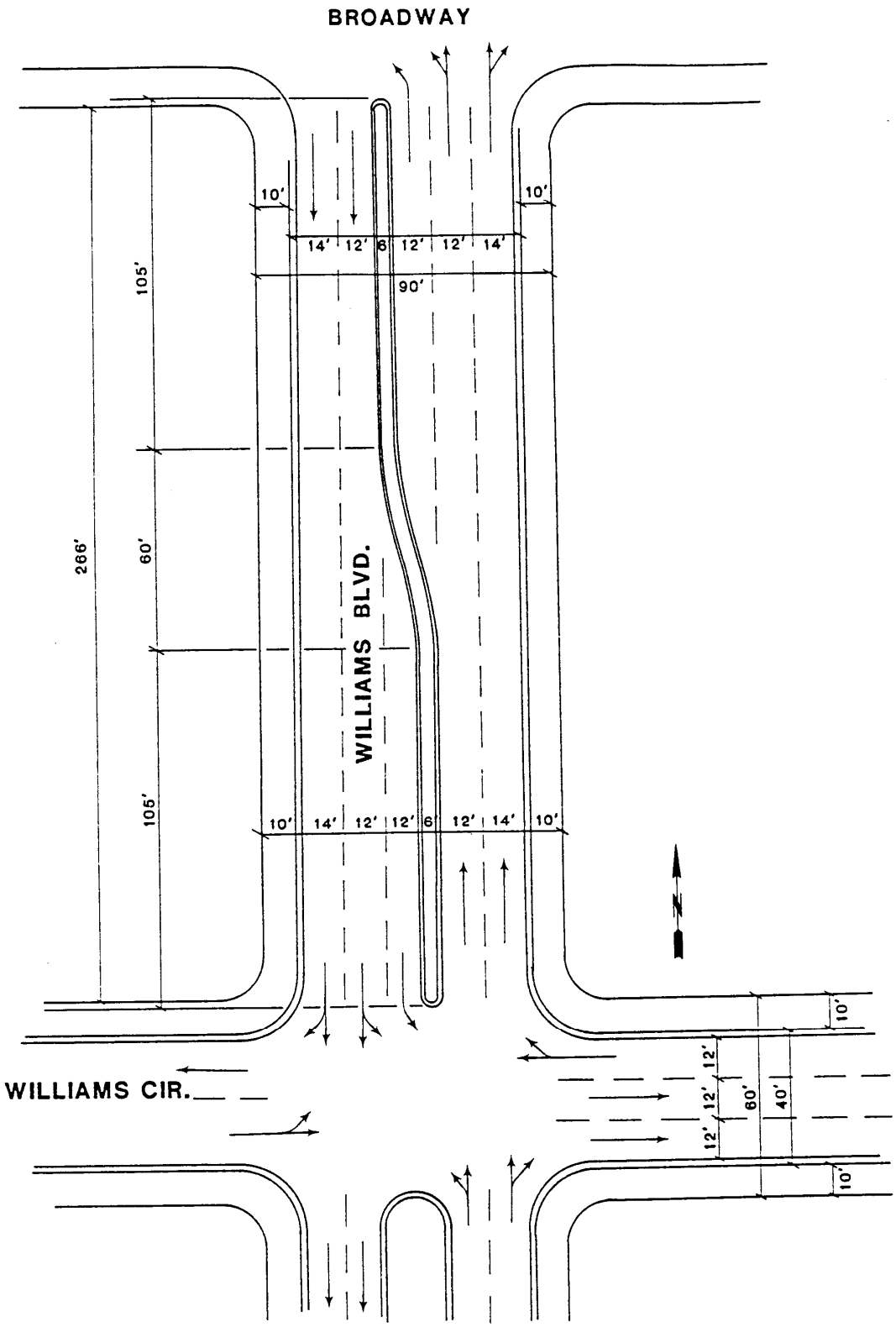
Non-direct Routing And Limited
Width Of 14th Street

Figure 6



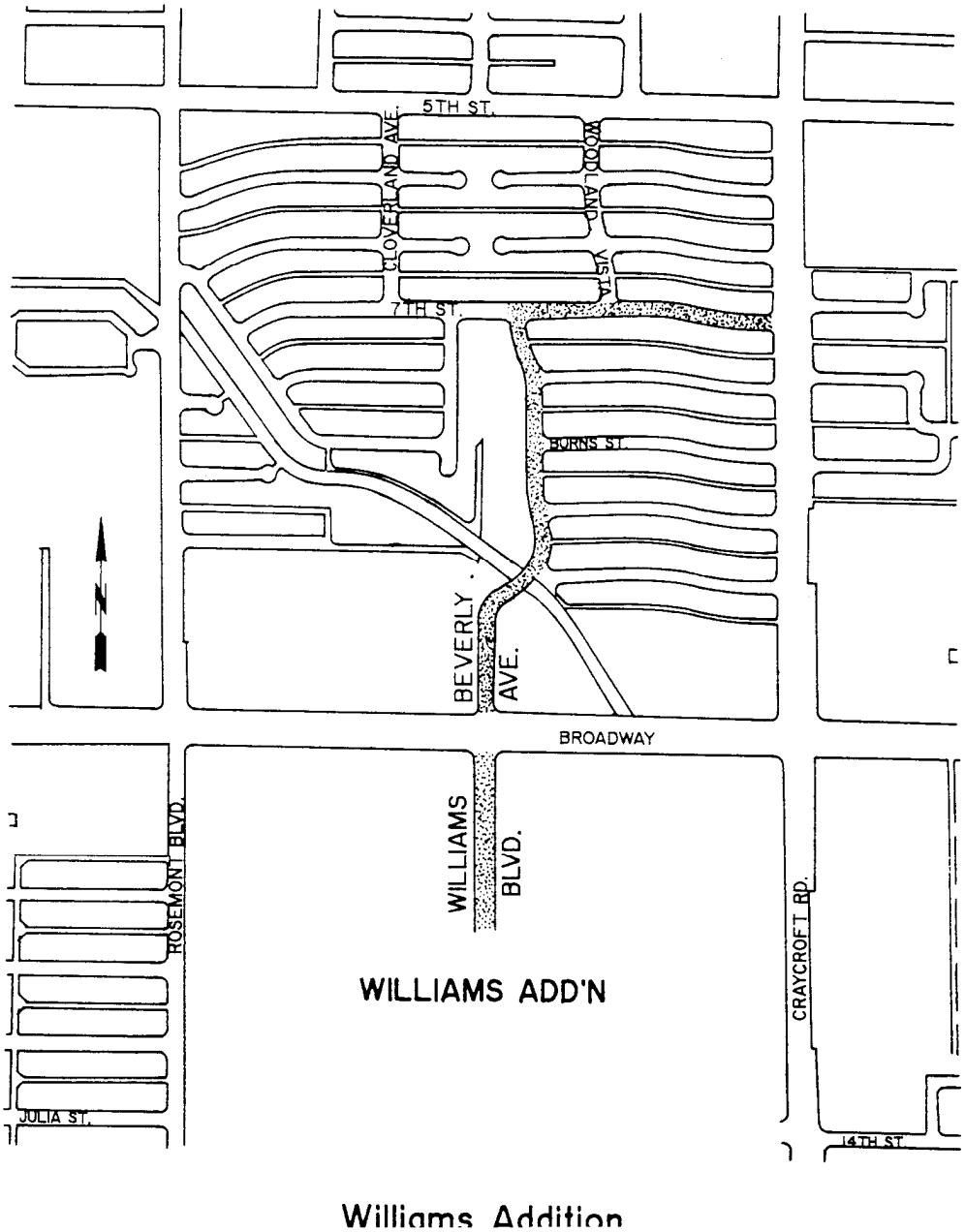
Recommended Median Design

Figure 7



Recommended Lane Arrangements For Williams Boulevard And Williams Circle

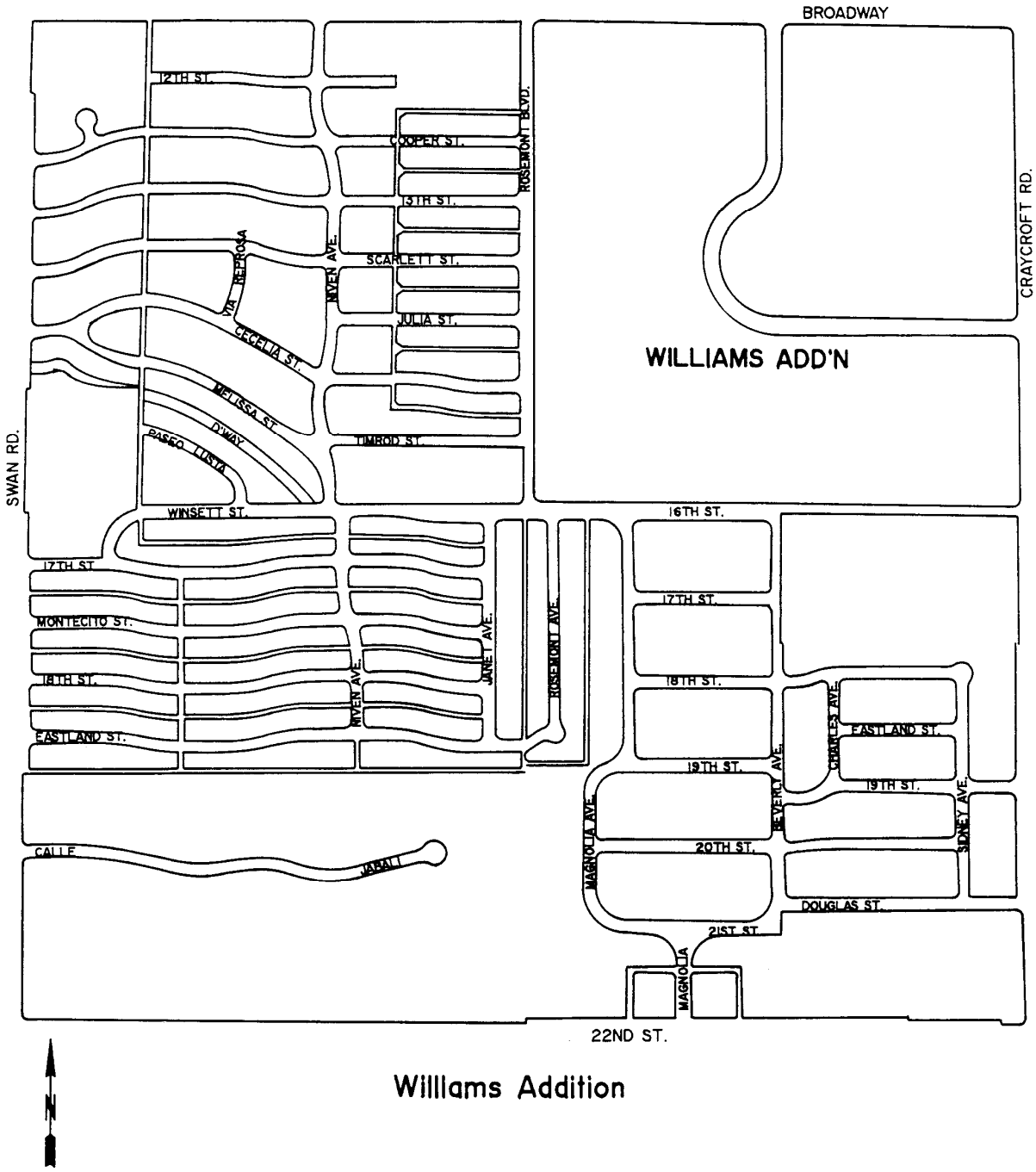
Figure 8



Williams Addition

Street Network North
Of Williams Addition

Figure 9



Street Network South And West Of Williams Addition

Figure 10