

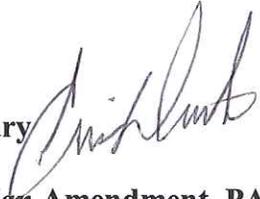


PLANNING COMMISSION

Planning and Development Services Department • P.O. Box 27210 • Tucson, AZ 85726-7210

DATE: March 7, 2012

TO: Planning Commission

FROM: Ernie Duarte, Executive Secretary 

SUBJECT: *Sewell-Hudlow Neighborhood Plan* Amendment, PA-12-01
NEC Broadway/Wilmot – Commercial
Public Hearing (Ward 2)

Issue: This is a request by Thomas Sayler-Brown of SBBL Architecture + Planning, to amend the *Sewell-Hudlow Neighborhood Plan* to allow neighborhood commercial (i.e., C-1) uses on the R-1 zoned outer edges of a shopping center. Wilmot Plaza, at the northeast corner of Broadway Boulevard and Wilmot Road, was constructed in 1956, and is outdated and in decline. The owners/developers want to raze the shopping center and construct a new one, in phases. To fully utilize their site, they want to rezone the approximately 90-foot wide strips along the northern and eastern edges from R-1 to C-1 zoning, and they need to amend the *Sewell-Hudlow Neighborhood Plan* to support the proposed zoning change. The *Plan* currently supports parking uses along the northern and eastern site edges (see Attachments 1, 2, 3, 4 and 5 for a location map, a zoning map, an aerial photograph of the site, the existing Land Use Development Map, and the plan amendment application).

Recommendation: Staff recommends the Planning Commission forward this item to the Mayor and Council with a favorable recommendation.

Applicant's Request: The applicant is requesting to change the land use designation along the northern and eastern edges of the site from 'associated parking' to 'medium to high density residential, low rise office and neighborhood commercial', the same as the rest of the shopping center, to allow a proposed rezoning from R-1 to C-1 to proceed (see Attachment 6, the Proposed Land Use Development Map). No other changes are proposed.

Staff's Request: Staff is requesting to change the Land Use Development Map per the applicant's request. In addition, staff is proposing to make minor updates to the plan to make it consistent with current plans, policies, development standards and local references (see Attachment 7).

Public Contact: Staff has not been contacted by anyone about this amendment request. The applicant held the required neighborhood meeting on December 21, 2011, prior to finalizing the plan amendment application. According to the sign-in sheet, approximately 9 neighbors attended, and asked about the following:

March 7, 2012

- specific uses (*unknown at this time*)
- the wall and landscaping along the northern and eastern edges (*based on discussion at the meeting, the wall will be 6 feet high, with 2 feet of wrought iron on top; it will be set back at least 10 feet from the property lines, and the area between the wall and property lines will be landscaped*)
- building heights and setbacks (*buildings will be no more than 30 feet high; they will be set back approximately 84 feet from the residential property lines on the east, and approximately 70 feet from the residential property lines on the north*)
- deliveries (*will occur via a one-way drive at the back of the center; delivery vehicles will enter the site from Broadway Blvd. and exit onto Wilmot Rd.*)
- buffering from traffic and noise at the Broadway/Wilmot intersection (*the new buildings should help block some of the traffic noise*)

According to the information provided, neighbors thought the benefits of a revitalized shopping center would outweigh the inconvenience associated with the project's construction.

Study Session: On February 1, 2012, the Planning Commission held a study session on this amendment proposal. No substantive issues were raised, and there was little discussion.

ANALYSIS

Area Zoning and Land Uses: The site is developed with several retail uses, including a TJ Maxx, Christie's Appliances, and other businesses, all grouped along the northern and eastern portions of this site. Two small freestanding buildings are at the southwest corner of the site, next to the Broadway/Wilmot intersection; and another is near the northwest corner along Wilmot Road. Approximately half the buildings onsite are vacant. Two, 20-foot wide public alleys are adjacent to the northern and eastern edges of the site, and single-family homes lie beyond, in an established R-1 neighborhood.

The other three corners of the Broadway/Wilmot intersection are all zoned C-1 and developed with commercial centers. Areas northwest of the intersection, beyond the C-1 area, are zoned OCR-2, C-3 and O-3, and developed with medium- and higher-density offices and apartments.

Policy Direction: Guidance is provided by the *Sewell-Hudlow Neighborhood Plan (1988)* and the City's *General Plan (2001)*, and is summarized in Attachment 8. Relevant *General Plan* policies include the designation of the Broadway/Wilmot area as a regional, commercial activity center that includes Park Place Mall, several shopping centers along Broadway Boulevard, and the St. Joseph's Hospital medical and office complex. Redevelopment of commercial uses, including expanding commercial areas into adjoining residential areas, is supported in appropriate locations if logical boundaries can be established, and adjacent residential properties can be adequately screened and buffered. Other policies promote neighborhood identity and visual character.

Planning Considerations

Aging Commercial Node – Residential development occurred along this eastern-most stretch of Broadway Boulevard in the 1950’s. Commercial centers soon followed, including Wilmot Plaza, which was constructed in 1956, and was one of the first commercial centers in this area.

Like most commercial centers built over 50 years ago that have not been substantially improved, Wilmot Plaza has been in decline, and more modern commercial centers have been built nearby. Several of its buildings are vacant, the parking lot is in poor shape, and it is no longer visually attractive. By current standards, it is considered an underutilized site. Due to its location and size, however, it has excellent redevelopment potential. It is within a recognized regional commercial activity center that includes the redeveloped Park Place Mall; it occupies a prominent site at the intersection of two heavily-traveled arterial streets; and there are high-rise office buildings and several large apartment complexes nearby.

Redevelopment of this retail center would restore the site’s vibrancy, reinforce the status of the surrounding activity center, provide services and goods for area and neighborhood residents and workers, and improve the visual quality of the area. If the new shopping center is designed to be compatible with its surroundings, including the adjacent residential areas to the north and east, the proposed redevelopment has the potential to contribute to the area’s and community’s socio-economic stability.

Compatibility – Expanding the shopping center to the north and east would result in buildings, the rear service and delivery drive, and the perimeter screen wall being closer to the adjacent residential properties than current conditions. Approximate existing and proposed distances are indicated below.

	Existing	Proposed	Change from Existing
Distance* to shopping center perimeter screen wall (note: the service lane for deliveries, loading, and trash pick-up is just beyond the wall)	60’ (to north) 70’ (to east)	32’ (to north) 32’ (to east)	28’ closer (to north) 38’ closer (to east)
Distance* to shopping center buildings	85’ (to north) 95’ (to east)	70’ (to north) 84’ (to east)	15’ closer (to north) 11’ closer (to east)

* Distances are measured from the rear property line of the adjacent residential properties. On average, the homes are set back about 40 feet from the rear property lines.

March 7, 2012

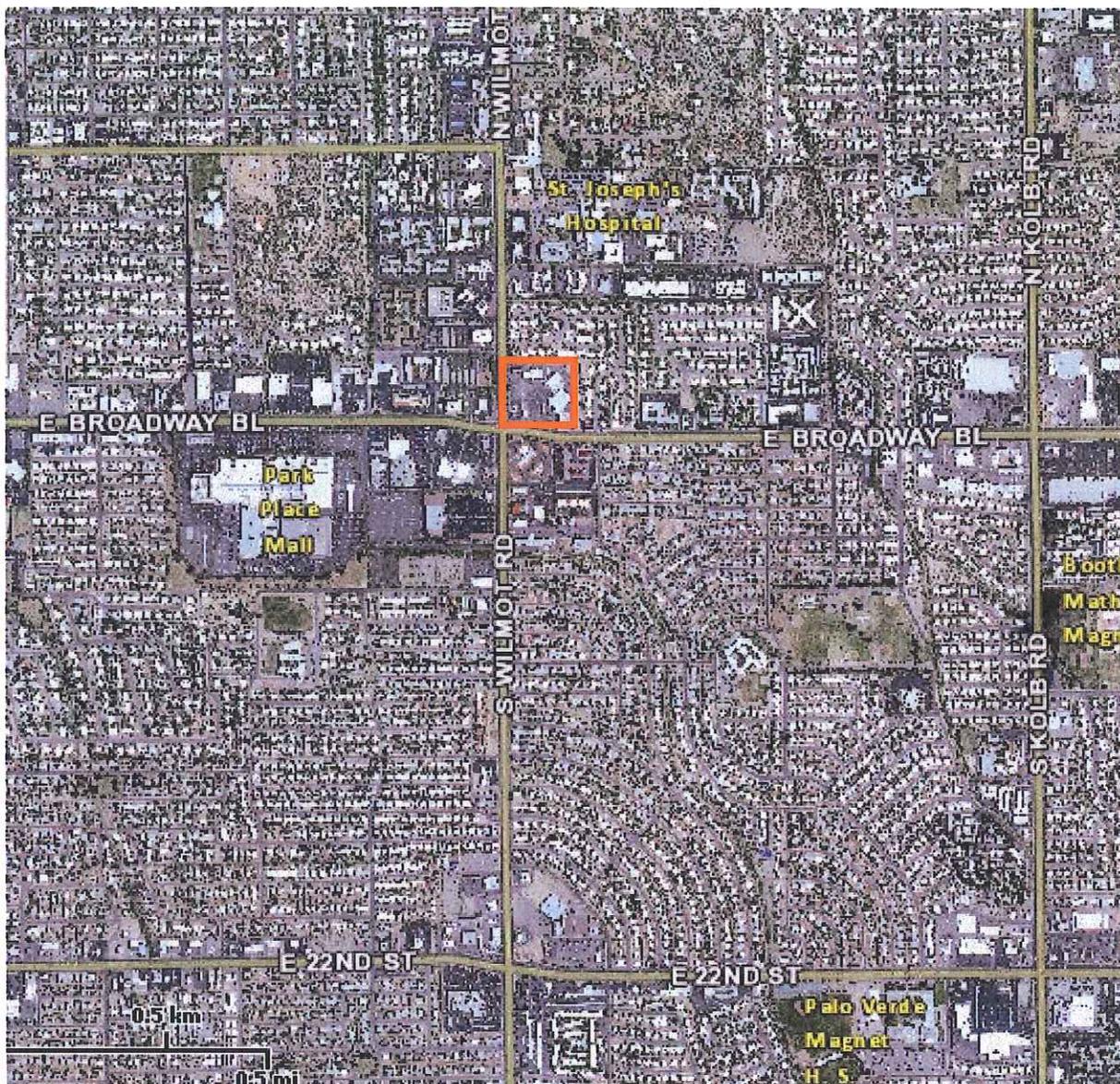
As planned, the buildings would be located approximately 11-15 feet closer to the residential property lines, and the outer perimeter wall would be 28-38 feet closer. The buffer area distance would be decreased; and the service, loading and delivery areas would be closer to the residential properties. Based on discussions with neighbors, the owners are proposing to replace a 5-foot masonry screen wall with a 6-foot masonry wall that has 2-feet of wrought-iron on top, which will provide additional screening. The landscaping buffer would be outside the perimeter wall, providing a more aesthetic visual buffer towards the neighborhood. In addition, the proposed new buildings should block some traffic noise from the Broadway/Wilmot intersection. Staff believes potential impacts on neighbors can be mitigated through design features and rezoning conditions.

Conclusion: Staff recommends the Commission forward this item to the Mayor and Council with a favorable recommendation to amend the *Sewell-Hudlow Neighborhood Plan* per staff's recommendation. The outdated Wilmot Plaza shopping center is within a designated community commercial center that includes Park Place Mall, and is located at the intersection of two arterial streets, Wilmot Road and Broadway Boulevard, which is a gateway arterial. Redevelopment of this site, including the demolition of existing buildings, has the potential to benefit the surrounding area and contribute to an enhanced community image. Staff believes the proposed retail center can be designed to fit in compatibly with the adjacent residential neighborhood.

Ernie Duarte:JM/JB/JH

Attachments: 1 – Location Map
2 – Zoning Map
3 – Site and Surroundings Map
4 – Existing Land Use Development Map
5 – Amendment Application
6 – Proposed Land Use Development Map
7 – Staff's Proposed Land Use Plan Changes
8 – Land Use Policy Summary

Sewell-Hudlow Neighborhood Plan Amendment Broadway/Wilmot - Commercial

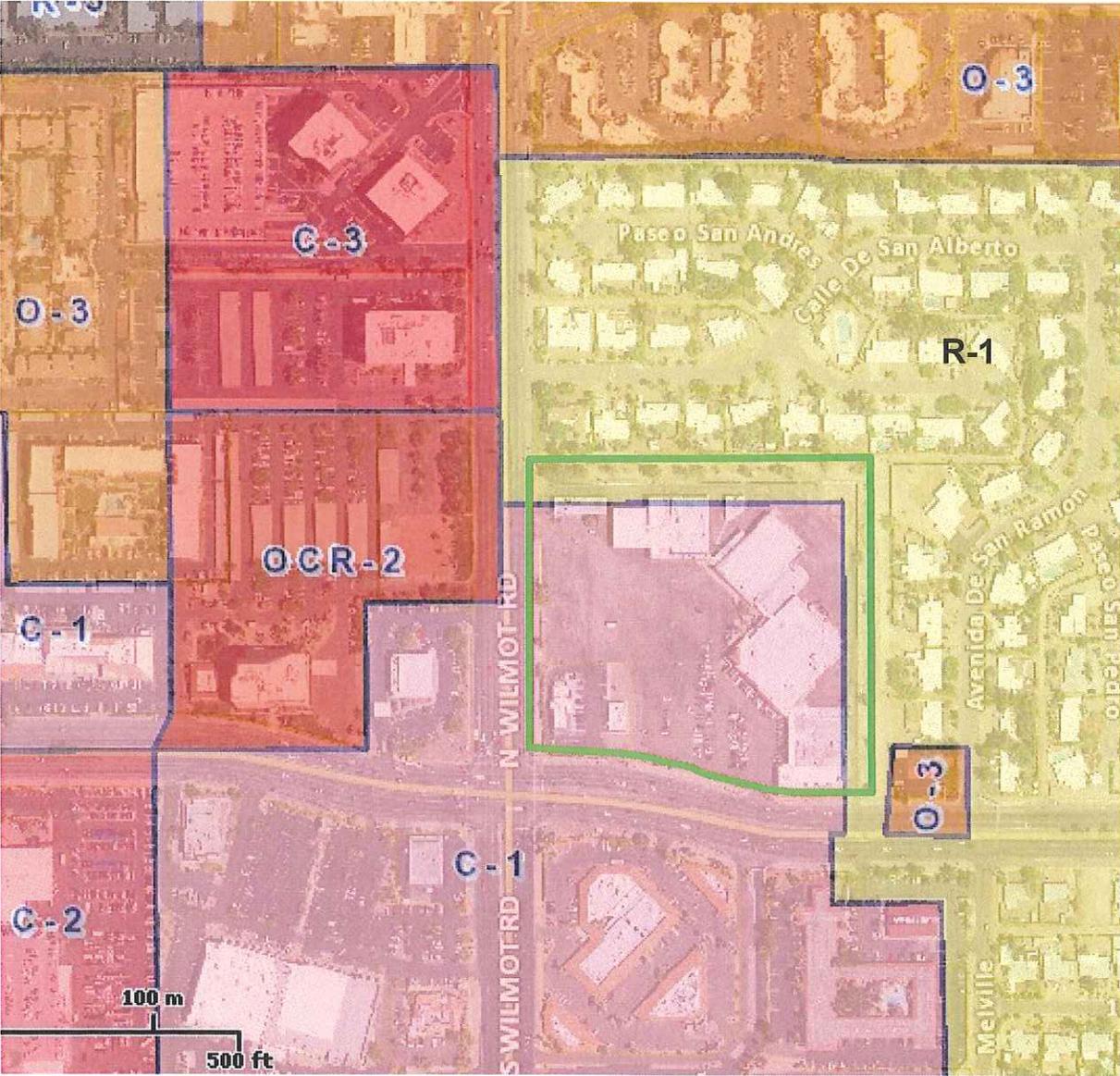


Location Map

— Project Site



Sewell-Hudlow Neighborhood Plan Amendment Broadway/Wilmot – Commercial

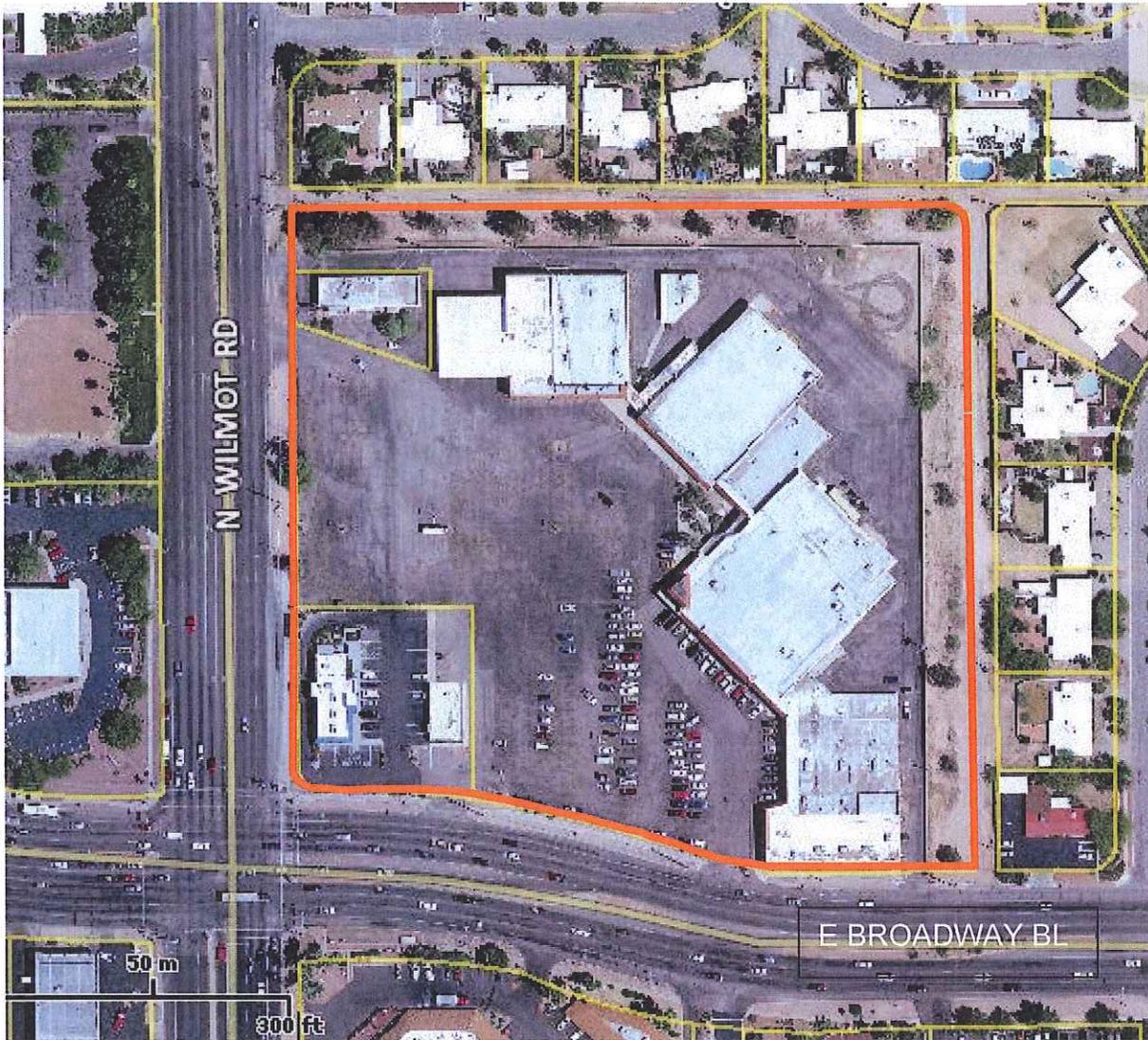


Zoning Map

— Project Site



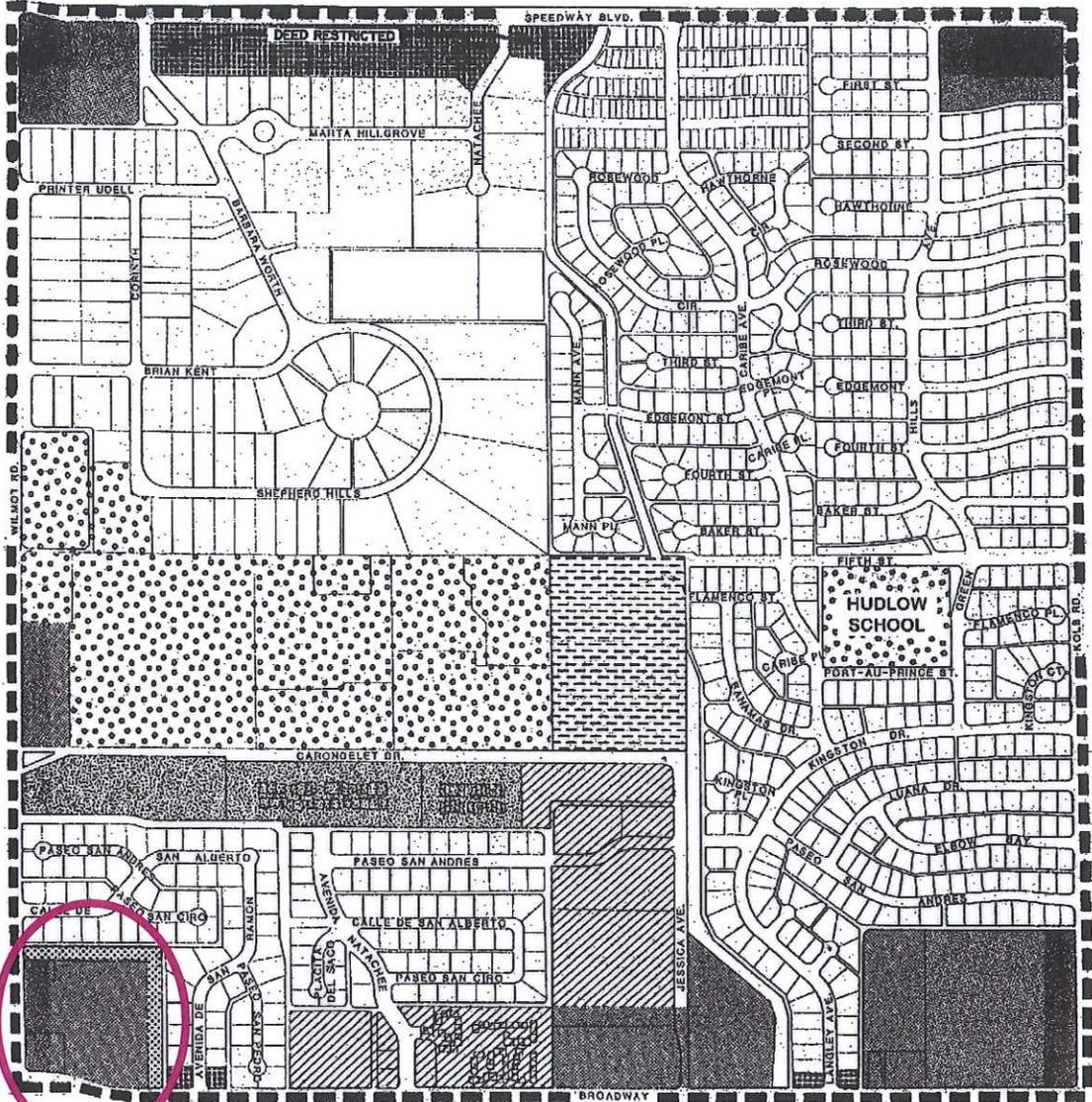
Sewell-Hudlow Neighborhood Plan Amendment Broadway/Wilmot - Commercial



Site and Surroundings

— Wilmot Plaza Commercial Center





LAND USE DEVELOPMENT MAP
Hudlow Area

LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE AND MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL OFFICE
- LOW RISE OFFICE
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING





Department of
**URBAN PLANNING
& DESIGN**

Application for Plan Amendment

April 2006 Form

SECTION 1 - Case Filing Information

To be filled out by Staff

Date Filed: 1/5/2012 Received by: J. Hershorn

Area/Neighborhood Plan to Be Amended:

Sewell-Hudlow Neighborhood Plan

Date Plan Was Adopted by Mayor and Council: March 14, 1988

Plan Amendment Name: NEC Broadway/Wilmot - Commercial

Plan Amendment Number: PA-12-01 Processing Fee: \$2906

SECTION 2 - Site Identification

Street Address: 6337 E. BROADWAY, TUCSON AZ

Township/Range/Section: T14S, R15E, S7 Tax Code No: 133-21-074 A, B -075A

Nearest Major Cross Street: BROADWAY/WILMOT

Amendment Site Size: TOTAL SITE = ± 9.7 ACRES AMEND. SITE = ± 2.6 ACRES

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.

WILMOT PLAZA, LC
ATTN: BASSUK BROTHERS MGMT
13701 N. PIPER DR
TUCSON AZ 85755
ATTN: ROB EAST (323-1055)

SECTION 3 - Applicant Information Cont'd.

Applicant or Agent's Name: THOMAS SAYLER + BROWN

Firm's Name: SBBL ARCHITECTURE + PLANNING Phone No: 620 0255

Address: 1001 N. ALVERNON Fax No: 620 0535

TUCSON AZ 85711 1-5-12

Signature [Signature]

Date

SECTION 4 - Site and Surrounding Conditions

SITE

Existing Site Zoning: C-1 + R-1 Current Use of Site: RETAIL SHOPPING CENTER

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

FULLY DEVELOPED SINCE '50'S WITH RETAIL BUILDINGS INCLUDING TJMAXX, CHRISTIES, FAMOUS FOOTWEAR, BURGER KING AND OTHER RETAIL BUILDINGS, MOSTLY VACANT. THE SITE IS PAVED EXCEPT IN THE EAST AND NORTH HALVES OF THE R-1 ZONE. SITE CONDITIONS ARE POOR

SURROUNDING AREAS

Existing Zoning: North R-1 South C-1 ✓ East R-1 West CCR2, C-1

Describe Land Uses and Development on Surrounding Properties:

NORTH + EAST: BACK SIDE OF SF RESIDENCES, DOCTOR'S OFFICE ADJACENT TO SITE AT SOUTHEAST CORNER. SOUTH: SINGLE STORY RETAIL BUILDINGS. WEST: LOW AND HIGH RISE COMMERCIAL BUILDINGS

Neighborhood Context: THIS SITE IS AT THE CORNER OF A MAJOR COMMERCIAL INTERSECTION AND IS MOSTLY DESIGNATED "LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL" ON THE AREA PLAN. A STRIP OF PROPERTY ON THE NORTH AND EAST IS DESIGNATED "ASSOCIATED PARKING" COMMERCIAL USES PREDOMINATE ON BROADWAY AND ON THE WEST SIDE OF WILMOT PROPERTIES NORTH AND EAST OF THE SITE ARE MOSTLY SINGLE FAMILY RESIDENTIAL.

Proposed Site Development

Proposed Use: COMMERCIAL SHOPPING CENTER Proposed Zoning: C-1

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

EXISTING DETERIORATED AND OUTDATED BUILDINGS WILL BE DEMOLISHED AND NEW BUILDINGS IN A NEW CONFIGURATION BUILT WITH A NEWLY IMPROVED PARKING LOT AND LANDSCAPING.

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.

THE R-1 ZONE THAT WRAPS AROUND THE NORTH AND EAST PORTIONS OF THE SITE IS DESIGNATED "ASSOCIATED PARKING" ON THE AREA PLAN. THE MAP IN THE PLAN NEEDS TO BE CHANGED TO SHOW THIS AREA HATCHED TO MATCH THE REST OF THE SITE TO ALLOW COMMERCIAL USE

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

NO NEW LANGUAGE REQUIRED

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 NEIGHBORHOOD PLAN RECOGNIZES THIS SITE AS A NEIGHBORHOOD COMMERCIAL PROPERTY. WITH OUR PLAN, THE ONLY CHANGE IS ELIMINATING THE "ASSOCIATED PARKING" RESTRICTION AND ALLOWING THE WHOLE SITE TO BE NEIGHBORHOOD COMMERCIAL. IT TAKES PUBLIC ACTIVITY AWAY FROM THE RESIDENCES.

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.

THE STRIP OF R-1 ZONING IS A TECHNIQUE THAT IS NO LONGER SUPPORTED BY THE PLAN TO RESTRICT AN AREA TO PARKING ONLY. PARKING IS NOT ALLOWED IN AN R-1 ZONE TODAY. C-1 ZONING IS OFTEN LOCATED NEXT TO RESIDENTIAL ZONES. IT IS A LESS INTENSE COMMERCIAL ZONE

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

N/A

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"):

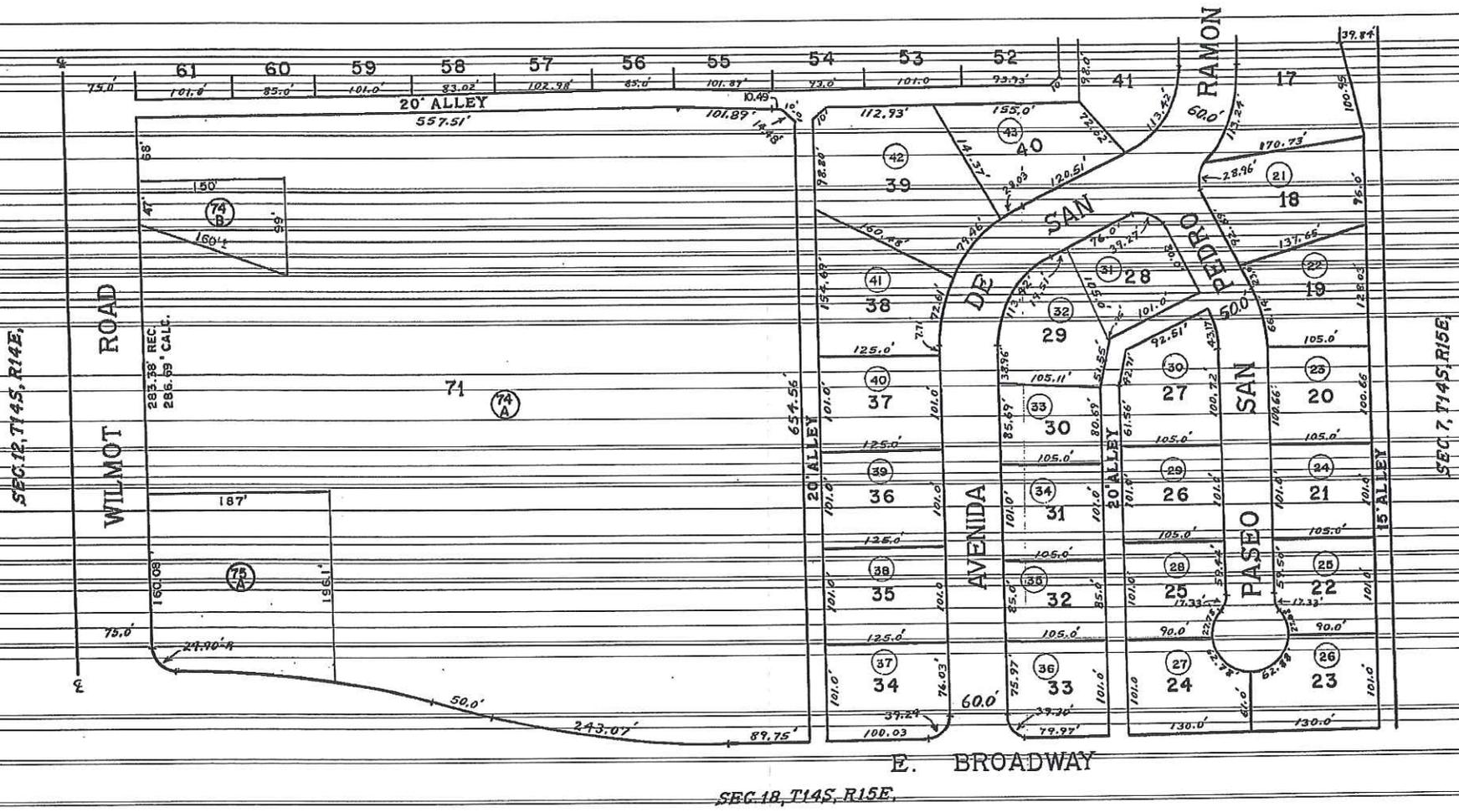
- Copy of the meeting notice that was mailed
- Copy of the mailing list used
- Certification of mailing
- Copy of the sign-up sheet showing who attended the meeting
- Meeting summary
- Copy of any maps, drawings, or written information provided at the neighborhood meeting
- Any changes in the plan amendment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

S:\Plan Amendments & PAD Changes of Conditions\Forms\PA_application.doc

ASSESSOR'S RECORD MAP

133-21
3/10

SOUTH PART OF SAN RAFAEL ESTATES



SEC. 12, T14S, R14E.

SEC. 7, T14S, R15E.

SCALE - 1" = 100'

SEE BOOK 10, PAGE 71 M & P.

1978

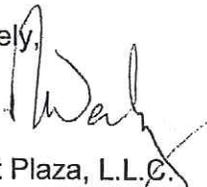
Ricardo M. Weitz

January 6, 2012

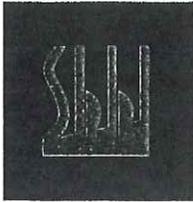
To whom it may concern:

Wilmot Plaza, L.L.C. hereby authorizes Thomas Saylor-Brown of SBBL Architecture + Planning, Rob East of Bourn Companies, Paul Schloss of CB Richard Ellis, and David Sirota of Bassuk Brothers Management to represent it before the City of Tucson for all matters relating to Wilmot Plaza Shopping Center including, but not limited to, our Plan Amendment and rezoning efforts.

Sincerely,



Wilmot Plaza, L.L.C.
Ricardo M. Weitz, Member



SBBL Architecture + Planning
1001 North Alvernon Way #105, Tucson, Arizona 85711-1019
t: 520.620.0255 f: 520.620.0535 e: sbbl@sbbl.biz

To: Adjacent Property Owners and Neighborhood Associations
From: Thomas Sayler-Brown, AIA, Principal
Date: December 9, 2011
Project: Wilmot Plaza Plan Amendment and Rezoning
NEC Broadway and Wilmot
Tucson, Arizona
Project: 10012.01

Dear Sir/Madam:

SBBL Architecture + Planning, LLC ("SBBL") is the architect for redevelopment of the existing T.J.Maxx shopping center called Wilmot Plaza. The redevelopment involves obtaining a Neighborhood Plan amendment, rezoning a portion of the site, constructing new buildings, installing new landscaping and generally improving the site. The site is in the Sewell/Hudlow Neighborhood Plan area.

The existing site was developed over 50 years ago, and the current buildings are obsolete, mostly vacant and a serious eyesore. The current zoning for the site includes a narrow strip of residential zoning located along the east and north portions of the site. The Sewell/Hudlow Neighborhood Plan calls for this strip of land to be reserved for parking. The existing shopping center buildings already encroach in this residential zone. We would like to rezone the existing residentially-zoned strip of land to match the commercial zoning on the rest of the site (C-1 zoning) and locate the new buildings further north and east on the site to provide a more efficient layout and a better parking solution along Broadway and Wilmot.

We are required by the city to meet with you and show our preliminary plans, thus giving you an opportunity to voice your support and express any concerns. In February and March, we will present our plan to the city's Planning Commission requesting a change to the Neighborhood Plan to eliminate the designation of that residentially-zoned strip of land as parking only. The March meeting is a public hearing. In April, we will submit the plans again to the city requesting that the residentially-zoned strip be rezoned to commercial.

You are cordially invited to attend this meeting with a representative of the Ward 2 city council office, the developer, adjacent property owners and me to review the project.

The meeting will be held from **6:30 p.m. to 7:30 p.m. on Wednesday, December 21**, in a conference room at the council offices, **7575 E. Speedway**.

I look forward to seeing you there. If you cannot attend, I will be happy to talk to you individually.

Sincerely,

SBBL Architecture + Planning, LLC

A handwritten signature in cursive script that reads "Saylerbrown".

Thomas Sayler-Brown, AIA



SBBL Architecture + Planning

1001 North Alvernon Way #105, Tucson, Arizona 85711-1019
t 520.620.0255 f 520.620.0535 e: sbbf@sbbf.biz

Joanne Hershenhorn
c/o Development of Urban Planning
201 N. Stone
Tucson, AZ 85701

January 5, 2012

RE: Sewell/Hudlow Area Plan Amendment for Wilmot Plaza

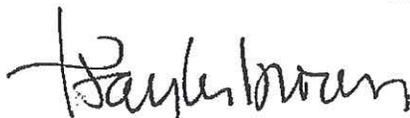
Dear Joanne:

This is to certify that mailings went out to everyone on the mailing list provided for the above referenced project. These were mailed on December 9, 2011.

If you need more information, please let me know.

Thank you.

SBBL Architecture + Planning, LLC


Thomas Saylor-Brown, AIA

MAILING
LIST

133210690
WEBSTER SCOTT A & LORI L CP/RS
6350 E PASEO SAN ANDRES
TUCSON AZ 85710

133210490
HANZIE JOHN C & MICHELLE M CP/RS
6414 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

12709011E
101 NORTH WILMOT LLC
710 W QUAIL DR
GREEN VALLEY AZ 85622

133210500
HILL DONALD L & RENEE M CP/RS
6402 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210680
HAM ANTHONY W & GROSS ADELA C
6341 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210510
SAN RAFAEL NEIGHBORHOOD ASSN INC
ATTN: LEONARD PORSES
6437 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210670
SPAULDING WENDY
6325 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210660
GATCHALIAN NEVIN E & ELSA I CP/RS
6313 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210650
GATCHALIAN NEVIN E & ELSA I JT/RS
6301 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210520
SAVIO JACK T SR & PATRICIA L JT/RS
6421 E PASEO SAN CIRO
TUCSON AZ 85710

133210590
DAY DAMON R & LYNN ELLEN JT/RS
6402 E PASEO SAN CIRO
TUCSON AZ 85710

133210600
DE SAUTEL KENNETH J & MBLVA M
6350 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210530
NEWMAN MARK R
PO BOX 17009
TUCSON AZ 85731

133210450
MARBRY ENTERPRISES LLC
900 E CAMINO ALBERCA
TUCSON AZ 85718

133210620
LOCHERT JOHN THOMAS
6326 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210630
STEEL FRANK W
6314 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210580
LYONS GARY M
6414 E PASEO SAN CIRO
TUCSON AZ 85710

133210640
MADAY FAMILY TR
ATTN: BARBARA E MADAY TR
2289 N CREEK VISTA DR
TUCSON AZ 85749

133210560
HALL JANET E
6438 E PASEO SAN CIRO
TUCSON AZ 85710

133210570
KETCHAM KIRK D & MONTALVAN-
KETCHAM LEYDA E JT/RS
6426 E PASEO SAN CIRO
TUCSON AZ 85710

12709012D
TUCSON BROADWAY OFFICE PLAZA LLC
2200 E RIVER RD STE 115
TUCSON AZ 85718

133210440
101 N AVENIDA DE SAN RAMON LLC
3130 E BROADWAY BLVD STE 100
TUCSON AZ 85716

133210430
BOAS STANLEY M & LILLIAN P
61 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210420
CHANSLEY STEPHEN R & DEBORAH
55 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

13321074A
WILMOT PLAZA LC
ATTN: BASSUK BROTHERS MGMT
13701 N PIPER DR
TUCSON AZ 85755

133210410
REECE DONALD K & INGE M JT/RS
49 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210310
VERDUZCO ARNOLD J & ANNETTE CP/RS
60 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210550
MAIKOFF JUDITH P
6450 E PASEO SAN CIRO
TUCSON AZ 85710

127090130
BANK ONE AZ NA
ATTN: INDUSTRY CONSULTING GROUP
PO BOX 810490
DALLAS TX 75381

133210540
HENDRICKS DAVID G
PO BOX 41192
TUCSON AZ 85717

for neighb. mtg. printed 12/6/2011

133210390
CAVE ARTHUR W & CYNTHIA H CP/RS
25 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210340
SMITH NORMAN SHERRILL
26 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210380
COFFMAN II J DAVID & NORMA J CP/RS
5150 S OLD SPANISH TRL
TUCSON AZ 85747

133210610
MC DONALD MARGARET A
6338 E CALLE DE SAN ALBERTO
TUCSON AZ 85710

133210370
THOMPSON GREGORY ALLEN &
THOMPSON MARIA C JT/RS
6425 E BROADWAY BLVD
TUCSON AZ 85711

133210360
SELAMET CHETIN
2 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

128010190
K-GAM BROADWAY WILMOT LLC
ATTN: KIVEL REALTY INVESTMENT
6121 E BROADWAY BLVD STE 249
TUCSON AZ 85711

128010180
REAY'S RANCH INVESTORS LLC
2100 N KOLB RD
TUCSON AZ 85715

134234110
8-10 WEST 36TH STREET LLC & EL
MERCADO LLC
ATTN: INDUSTRY CONSULTING GROUP
PO BOX 810490
DALLAS TX 75381

133210320
LOCHERT MARTHA R
50 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

133210330
IVEY PAUL E
38 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

13423424B
251 SOUTH WILMOT LLC
ATTN: KIVEL REALTY INVESTMENTS
6121 E BROADWAY BLVD STE 249
TUCSON AZ 85711

134234080
ALLIED TRADING AND TRANSACTING
1790 E RIVER RD STE 310
TUCSON AZ 85718

134234090
BRE/LQ PROPERTIES LLC
ATTN: PROPERTY TAX DEP
909 HIDDEN RDG STE 600
IRVING TX 75038

133210350
BUCK WILBERT A & JEAN A CP/RS
14 N AVENIDA DE SAN RAMON
TUCSON AZ 85710

134230050
BALDWIN FAMILY TR
ATTN: RAYMOND C BALDWIN TR
6980 E CAMINO NAMARA
TUCSON AZ 85750

134230040
SCHICKLING PETER & SCHICKLING
RICHARD G JT/RS
4315 E 14TH
TUCSON AZ 85711

134230450
MBAD BARTHOLEM EW
6501 E 12TH
TUCSON AZ 85710

BWPA created 12/6/2011
Expires 2/6/2012
2 pages

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

Morris D. Mellor Sr.
N.A.-Broadway Northeast
7451 E. Calle Managua
Tucson, AZ 85710

Mike Wisniki
N.A.-Colonia Del Valle
6015 E Beverly St
Tucson, AZ 85711

Aurella Cordova
N.A.-Corbett
6112 E. 25th St.
Tucson, AZ 85711

Darin Frazier
N.A.-Highland Vista Cinco Via
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Tucson, AZ 85711

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N.A.-Mitman
5643 E 3rd Street
Tucson, AZ 85711

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N.A.-Sewell
5726 E. Burns
Tucson, AZ 85711

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Tucson, AZ 85711

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N.A.-Wilshire Heights
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Tucson, AZ 85713

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Tucson, AZ 85710

Deltrich Dianne Benjamn
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MEMORANDUM

WILMOT PLAZA

PLAN AMENDMENT ~~AND REZONING~~ NEIGHBORHOOD MEETING NOTES

DATE: December 28, 2011

AUTHOR: Thomas Sayler-Brown

PROJECT NO.: 10012

ATTENDEES: See attached sign in sheet

PROJECT NAME: Wilmot Plaza

MEETING LOCATION: Ward 2 Offices

The Meeting began with introductions at 6:35 p.m. Thomas Sayler-Brown conducted the meeting with support from Paul Schloss (CBRE) and Rob East (Bourn Companies). Thomas presented boards illustrating the existing conditions (photos), existing site plan (showing existing zoning districts), proposed site plan and typical site sections and opened the floor to questions. These exhibits are included in this submittal. Since the change to the Neighborhood Plan (Sewell/Hudlow Plan) can only happen with a rezoning, this meeting served both the Plan Amendment and Rezoning process requirements for a neighborhood meeting. Responses are shown in ***bold italics***.

BELOW ARE THE QUESTIONS RAISED AND THE ANSWERS GIVEN:

1. How far away will the buildings be on the east side?
About 84' from the residential property line.
2. Where are the existing and proposed walls relative to the residential zone?
Thomas Sayler-Brown held up boards showing the existing and proposed site plans and pointed out the existing and proposed wall locations.
3. What are the plans for the current restaurant?
Paul Schloss CBRE: We don't yet know what will happen to the restaurant. There are no specific retailers lined up. When the time comes to lease the shops, the leasing agents will begin searching for potential tenants, including current tenants.
4. How many total units will there be?
The proposed plan calls for approximately 100,000 square feet. It is not known how many units.
5. Currently, there is a little alleyway for trash pickup. Will that stay?
Yes, the City-owned alley will continue to be used for residential trash pick-up only. Wilmot Plaza will have its own trash pick-up on site.
6. Who would maintain landscaping along the alley?
The owner would maintain the landscaping on the Wilmot Plaza property.

7. What is the setback from the alley?
The alleyway is 20' wide. Most of the houses are set back from the alleyway an additional 20'. The commercial buildings will be approximately 50'-6" from the alley on the north and approximately 64' on the east.
8. How will deliveries happen?
A one-way drive will be provided along the backside of the Center for delivery trucks. Truck traffic will come in from Broadway and exit onto Wilmot.
9. How would the delivery trucks back in?
There will be room provided for trucks to maneuver. A turning radius is shown on the plan for the anchor retailers. Along the east, the trucks will back into their loading areas.
10. What if a truck comes in and backs up and another truck comes in at the same time? How would they both fit in the back (east) without blocking the area behind the stores?
Loading areas have specific requirements which will be addressed. Delivery trucks usually arrive at different times of the day. Once parked in the loading area, a clear driveway will remain for other truck traffic to get by unimpeded.
11. What about garbage pickup?
All trash pick-up will be accomplished on the commercial site.
12. What is the proposed height of the screen wall? (Residents worry about people (teenagers, etc.) hopping the wall.)
Code says 5'. After some discussion, it was agreed by all for the wall to be 6" with a 2' wrought iron fence on the top.
13. Residents worried about graffiti on walls.
Thomas stated that the City will require them to make the wall graffiti-resistant.
14. Residents want to know if this is a "theoretical" drawing. What are the parking requirements?
Thomas explained that it is a "theoretical" drawing, a preliminary development plan. The plan could change as the project moves along and we obtain real tenants. Changes to the plan will be made available to the neighborhood association. The plan meets the current Land Use Code requirements.
15. What is the worst-case scenario for building layout and area?
This plan shows an approximate maximum building area of 113,797 s.f. including the existing Burger King and retail pad. The final layout could result in different-sized buildings. It's too early to say at this point.
16. How high are the proposed buildings?
For large retailers, approximately 28'. C-1 zoning allows buildings up to 30'.
17. One of the residents commented that a taller building would actually help to block off some of the noise from the traffic.
18. Will you build first and then find residents to occupy building spaces?
Typically, once anchors are signed up, their buildings will be designed before being built. Sometimes shop buildings are built prior to the obtaining tenants.

19. When could this all happen, if the proposed changes are accepted?
If all approvals are given and no unforeseen extensions are needed, we are looking at September, 2012, to break ground. This project will be a phased process, as TJ MAXX has a signed lease through 2017.
20. Are you hoping to keep TJ MAXX?
No commitments have been made by TJ MAXX or the owner.
21. What kind of lighting?
Wall packs will be provided for security along the backside of buildings. The light sources will be screened from residences.
22. What type of façade will be used for the shopping center?
The Center has not been designed yet. Thomas asked for suggestions, and the residents responded that they would like to see something modern with stone. They indicated that the BevMo shopping center across the street is nice.
23. Will the parking lot south of TJ MAXX be worked on?
The project will be phased. We have to keep the TJ MAXX lot until we are ready to tear the buildings down. The entire parking lot will eventually be reconstructed.
24. Will the property be blocked during construction?
The existing access points to Broadway and Wilmot will remain open during construction.
25. Will there be any billboards going up?
The City of Tucson does not allow billboards, so no.
26. Why did the Owner wait until now?
The original owner had passed away, and the son took over the project. TJ MAXX has a very long lease term (20 yrs. or so) set to expire in 2017, so we couldn't move faster than we have.
27. Demitri Downing, Ward 2 aide, was worried about urban decay.
Paul Schloss (CBRE) stated that the proximity to Park Place Mall will help entice new tenants to the redeveloped site. Centers located close to larger malls fair better when it comes to vandalism.
28. A question was raised regarding hours of construction.
Rob East and Paul Schloss (CBRE) explained that during the hot season, construction companies prefer to get started early in the morning (around 6 a.m.) because they would like to get the majority of their work done prior to the hottest parts of the day. Input from the neighbors regarding hours of construction would be welcome. Thomas noted that we will keep neighbors informed through the neighborhood association.
29. Will the wall and the vegetation happen at the beginning of the project?
The screen wall will be built only where new construction occurs. The proposed project is a phased project, so no wall will be built on the east side until TJ MAXX's lease expires, and the existing buildings are removed. The wall will be built before landscaping which is the last thing to go in.
30. How long is the lease for Burger King?
Paul Schloss (CBRE) stated that Burger King has two more 5-year terms (for a total of 10 years).

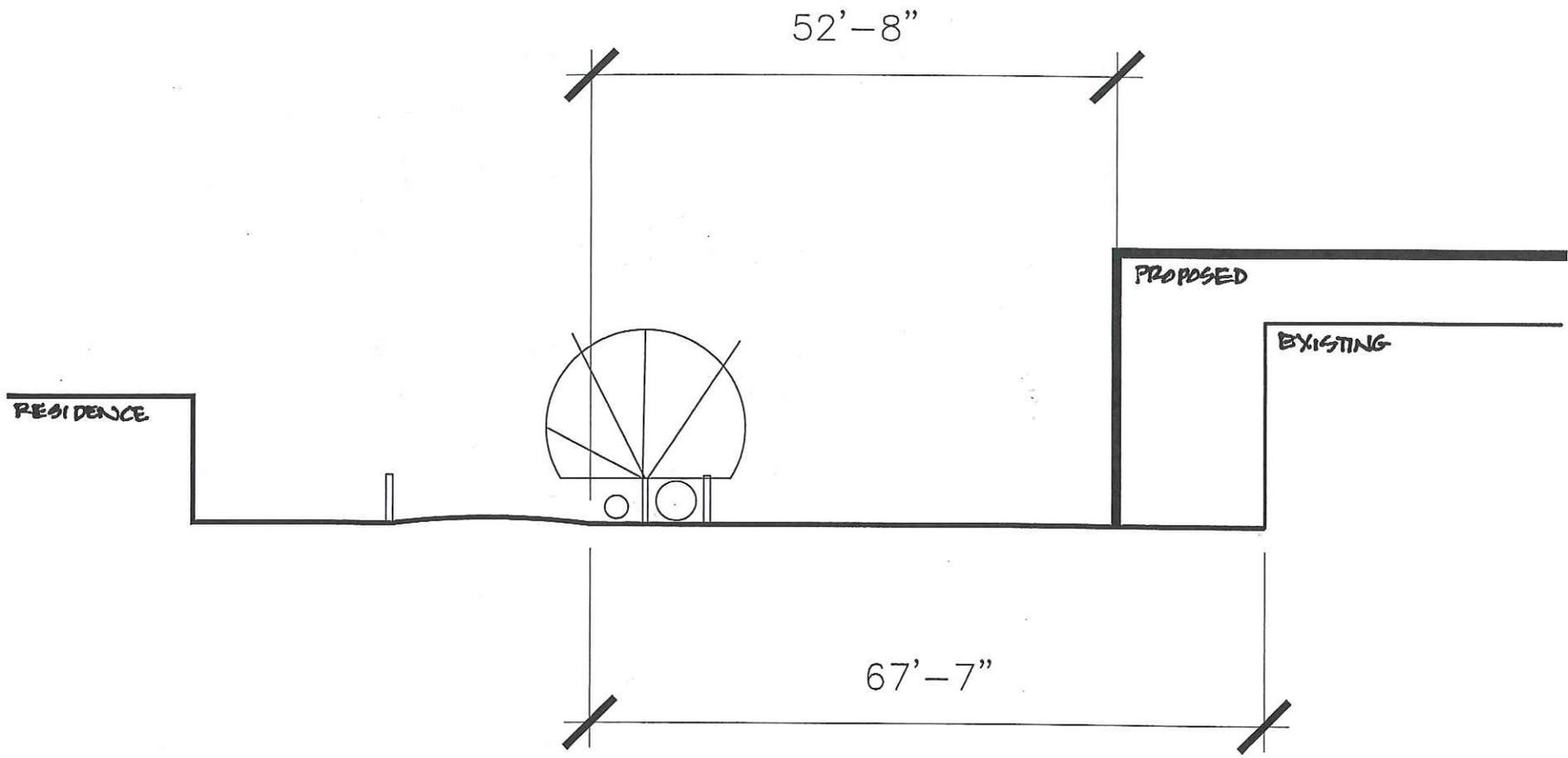
31. What will PAD B be?
Pad B is just a conceptual space-holder on the site plan. There are no prospective tenants at this time.
32. What is the square footage of PAD B?
Approximately 5,400 (the size of a Blockbuster Video).
33. What type of landscaping will be along the Broadway/Wilmot?
There will be a 10' border along Broadway and Wilmot with trees, shrubs and a sidewalk except at the Burger King site (until it is redeveloped.)
34. Will there be any additional lighting on Broadway at Wilmot?
There will be no new street lighting, but there will be new lights in the parking lot.
35. Will there be any topography changes?
No significant changes. Some water harvesting will be provided with new vegetation utilizing existing flow patterns.
36. Thomas asked the residents if they had concerns about any existing site problems/issues.
The residents stated that the northwest (low) side of the property floods when it rains. Thomas, Rob East and Paul Schloss stated that water harvesting and grading improvements will help resolve that issue.
37. One of the residents stated that while there will be some inconvenience during the construction process, the ultimate benefits of a revitalized Center outweighs the current situation. Those in attendance agreed with this assessment.
38. At the close of the meeting, one of the residents, Jack Savio, provided us with a list of questions he had prepared prior to the meeting, and stated that during the course of the meeting he felt that they had been sufficiently addressed.

After reviewing the questions from Jack, the only one not asked during the meeting was:

Is it possible to have a police sub-station?

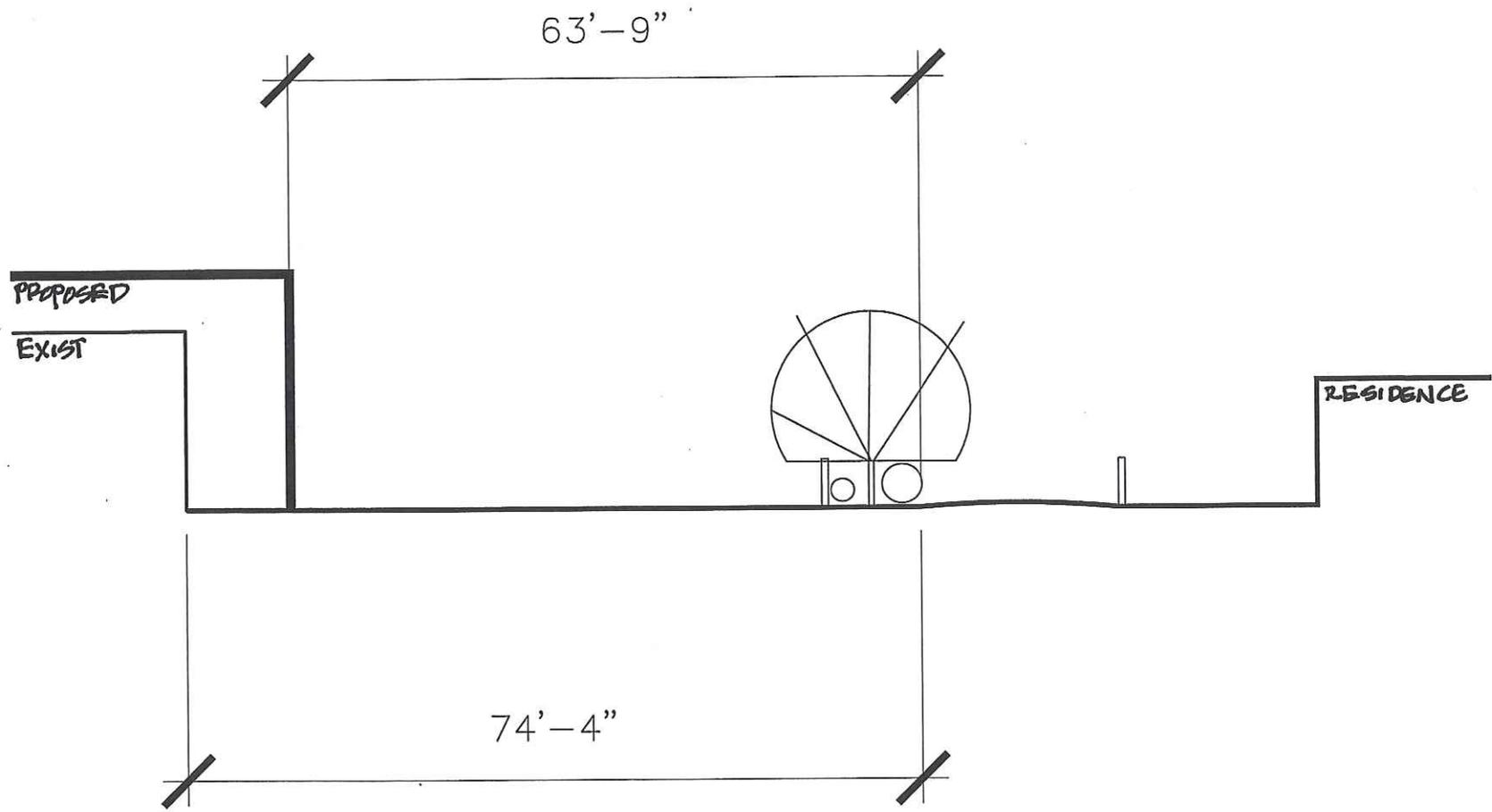
That can be considered by the leasing agent, but no plans for one exist.

Meeting Adjourned at 7:35 p.m.



SECTION @ NORTH LOOKING EAST

*presented @
neighb. meeting*

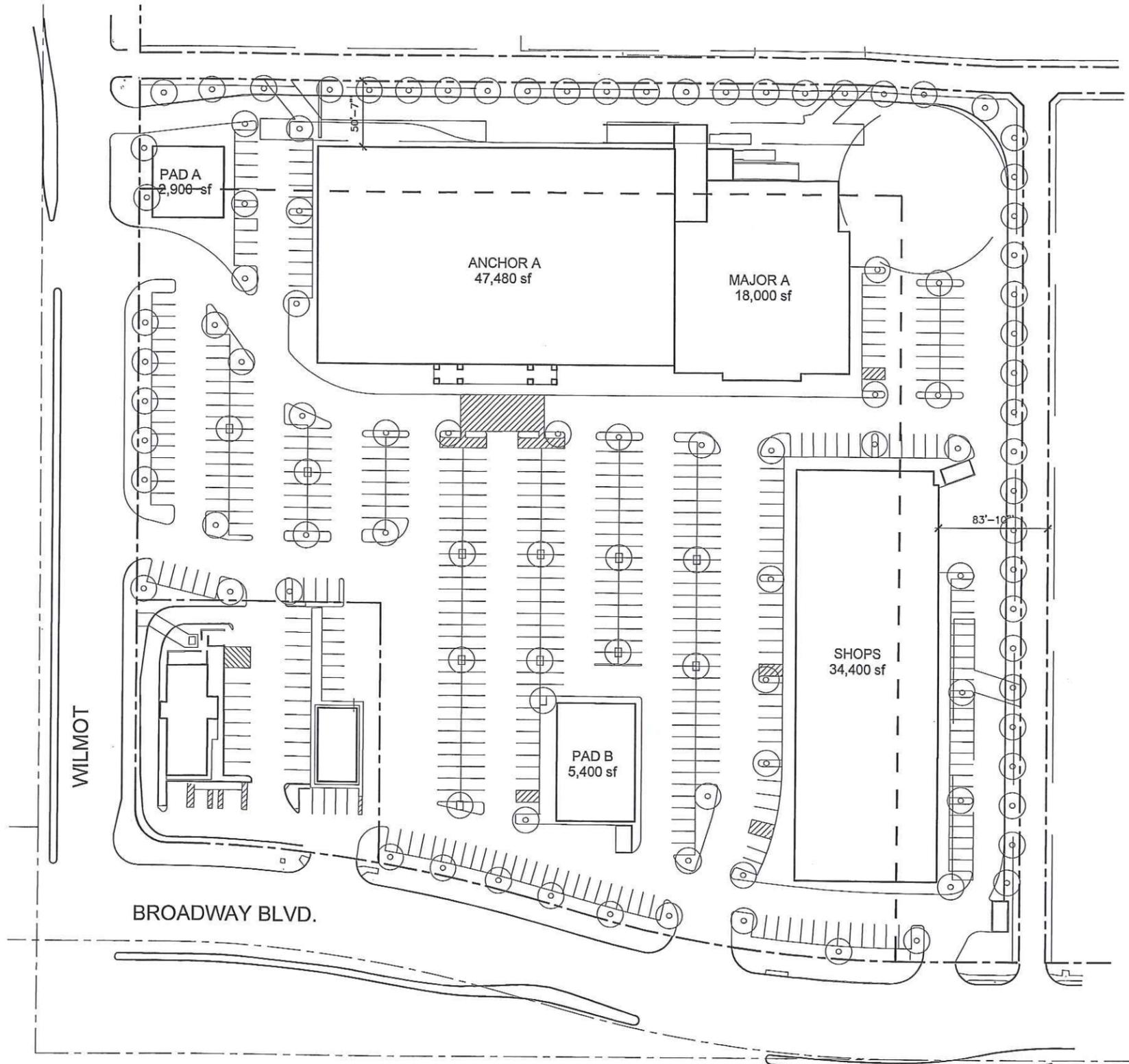


SECTION @ EAST LOOKING NORTH

*presented @
neighb. meeting*

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25

A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | Y



NORTH
SCALE: 1" = 40'

C:\2010 Projects\1012 - Broadway-Wilmot Redevel\Drawings\DP\Preliminary DP\Prelm DP - 12-12-11.dwg

Owner/Developer:
WILMOT PLAZA, LC
C/O BASSUK BROTHERS MGMT
13701 N. PIPER DR.
TUCSON, AZ 85755
CONTACT: ROB EAST (520) 323-1105

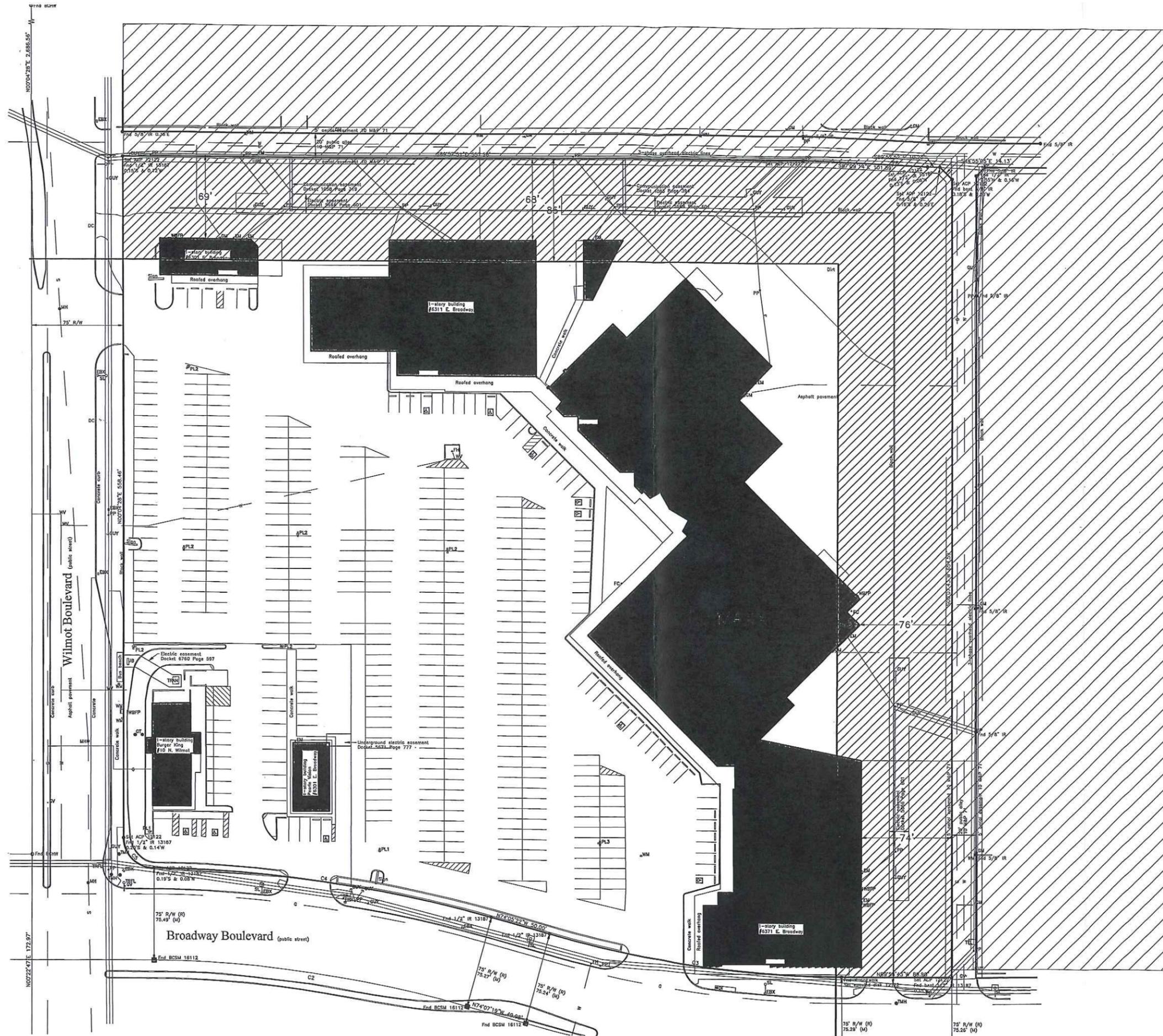
Project Description
PARCELS:
133-21-074A, B, -075A
SAN RAFAEL ESTATES
LOT 71 EXC S196' M/L
W187' & EXC IRR PCL
PTN THEREOF,
SECTION 7, T14S, R15E,
G&SRM,
PIMA COUNTY,
ARIZONA



SBBL Architecture + Planning
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PRELIMINARY
DEVELOPMENT PLAN
WILMOT PLAZA
SBBL Proj. #: 10012
Sheet 1 of 1
PDP1





VIEW OF NORTH ALLEY LOOKING EAST



VIEW LOOKING WEST FROM EAST MOST ALLEY

Photo by
Nathan G. Gandy



presented @
neighb. mtg.

Pre-submittal Conference Verification

Rezoning

Special Exception

Date 1/11/12

Type _____

T _____ R _____ S _____

Applicant/Agent Present

THOMAS SAYLER-BROWN
ROB EAST - BROWN PARTNERS

P&DSD Staff Present

IRENE OBATA - OCSD
Michael Wyneken - Rezoning 837-4955
LAITA ALSHAMMI
JOANNE HERSHENOW - Engineering
John Beall - Community Planning 837-6966
Patricia Gehlen - CDRC/Zoning Review 837-4919
John Williams - CDRC/Zoning Review
837-4919

- Community Planning
Dave Mann - Tucson Fire 837-7029

Address/Location of project: NEC WILMOT / BROADWAY
Existing Use: RETAIL CENTER Proposed Use: RE-DEVELOP & EXPANSION TO E&N
Existing Zoning: R-1 Proposed Zoning: C-1
Overlay Zones: HDZ _____ SCZ _____ MS&R AEZ _____ ERZ _____ HPZ
Council Member: CUNNINGHAM Phone: 791-4687 Ward: 2
Neighborhood/Area Plan: SEWELL-HUDLOW A.P. & GENERAL PLAN
Plan Amendment Required: Yes No Design Compatibility Report: Yes No
Environmental Resource Report: Yes No SE Performance Criteria: Sec.3.5.n/a

Issues Discussed:
PLAN AMENDMENT REQ'D TO RE-DEVELOP SITE WITH STRUCTURES IN THE
"R-1 STRIP" B/C PLAN ONLY ALLOWS PARKING
NOTE: C-1 MAX HGT 30'
NEIGHBORS WANT LANDSCAPE STRIP ON NORTH & EAST SIDES ON OUTSIDE OF WALL
- WILL NEED DDO
- 6' MASONRY WALL W/ 2 FOOT WROUGHT IRON ON TOP
FOUR-SIDED ARCHITECTURE FOR ALL NEW STRUCTURES
NOISE-GENERATING USES (LOADING & TRASH) MUST BE 50 FEET FROM
RESIDENTIAL PROPERTY LINE & LIMIT ACTIVITY TO 6:00AM TO 10:00PM
** CONTACT DAVID RIVERA FOR ZONING QUESTIONS

* PHASE LINES ON PDP AND DP

NOTE NEW SHOPPING CENTER DEFINITION AND RESTAURANT GFA %

PED. CIRCULATION MUST CONNECT ALL STRUCTURES ON SITE - SHOULD NOT
NEED TO HAVE TO GO TO ROW SIDEWALK TO GET TO DIFFERENT
STRUCTURES.

DRAINAGE REPORT REQ'D

COMMERCIAL RAINWATER HARVESTING CDD APPLIED

ROOFS EPA ENERGY STAR OR COOL ROOF-RATED

OPTION OF USING TABLE FOR 30% GREEN ELEMENTS ON SITE OR
LIMIT PARKING TO NO MORE THAN 10% GREATER THAN CODE REQUIREMENT.

- CAN ACHIEVE GREATER THAN 10% W/ ALTERNATIVE, COOLER PAVEMENT
TREE ROOT ZONES MUST BE 300 CUBIC FEET TO IMPROVE QUALITY AND
LIFE SPAN

L

Please note – Preliminary Development Plans (PDP) that do not meet the minimum requirements of Development Standard 1-07 may not be accepted for processing. Please refer to this Standard for Development Plan requirements.

Pre-submittal comments will remain in effect for one year from the date of the pre-submittal meeting.

Mailing labels for neighborhood meetings will remain effective for 60 days from the day the labels are completed and the applicant notified by staff.

This form must be submitted with the rezoning/special exception application. Staff will make every effort to provide the most current information for the project discussed. Information discovered during the formal review of the applicant may identify additional issues.

CITY OF TUCSON PLANNING AND DEV. SERVICES – COMMUNITY PLANNING SECTION
REZONING/SPECIAL EXCEPTION
PRESUBMITTAL PREAPPLICATION REVIEW

CASE NUMBER: 1-11-12 NEC BrdwayWilmot.doc
(MO-DAY-YEAR - Address)

APPLICANT NAME: THOMAS SAYLER-BROWN

ADDRESS: 1001 N. ALVERNON WAY CITY: TUCSON STATE: AZ ZIP: 85711

DAYTIME/MESSAGE PHONE: 620-0255 FAX: 620-0535 E-MAIL: TSAYLERBROWN@SBBL.BIZ

EXISTING AND PROPOSED USE

EXISTING USE: RETAIL CENTER (C-1 AND R-1) PROPOSED USE (REQUIRED): RETAIL CENTER (C-1)

BUILDING HEIGHT: APPROX. 40' (30' ?) # OF STORIES: 1

FLOOR AREA OF NON-RES. DEV: APPROX. 114,000 SQ. FT.

COMBINED PROPERTY SIZE: ENTIRE SITE APPROX. 9.7 ACRES; REZ. SITE APPROX. 2.6 ACRES

PROJECT LOCATION

ADDRESS (IF ASSIGNED): NEC BROADWAY BLVD. AND WILMOT RD. (W. 2, ADJACENT TO W. 6)

LOCATION (MAJOR CROSS STREETS): SEE ABOVE

PARCEL NUMBERS: 133-21-074A (8.75 AC), 133-21-074B (0.24 AC), AND 133-21-075A (0.74 AC)

TOWNSHIP 14S RANGE 15E SECTION 7

ZONE: EXISTING R-1, PROPOSED C-1 (NOTE: MAX. BLDG. HT. IN C-1 IS 30 FT.; NEED C-2 FOR 40 FT.)

PLAN DIRECTION

ADOPTED PLANS: Sewell-Hudlow Neighborhood Plan and General Plan

PLAN AMENDMENT REQUIRED BASED ON CONCEPT PRESENTED (SEE NOTES BELOW)

YES NO TO BE CONFIRMED LATER

PLAN SUPPORT BASED ON CONCEPT PRESENTED (SEE NOTES BELOW):

YES NO NO FOR C-2, SUPPORT FOR C-1 WILL DEPEND ON DESIGN

DESIGN COMPATIBILITY ENVIRONMENTAL RESOURCE REPORT

REVIEWED BY: JSH
DATE: 1/9/12

Background: Wilmot Plaza, an approximately 9.7-acre shopping center at the northeast corner of Broadway Boulevard and Wilmot Road, was built around 1956. It consists of relatively large buildings grouped around the northern and eastern edges of the site; a couple of small, free-standing buildings at the southwest corner, near the Broadway/Wilmot intersection; and a small building at the northwest corner of the site. Twenty-foot wide unpaved public alleys are to the north and east, and single-family homes in R-1 zoning are beyond the alleys. The shopping center is zoned C-1, except for R-1 strips along the northern and eastern edges (approximately 85 feet wide and 93 feet wide, respectively). The existing buildings, and the loading and trash areas behind them, encroach into the R-1 areas.

The conceptual site plan indicates most of the existing buildings will be razed, and new buildings will be constructed, in three phases. Phase 1 includes an approximately 47,000 square-foot anchor store along the northern site boundary, and a 5400 square-foot free-standing building along Broadway near the center of the site. Phase 2 consists of an 18,000 square-foot major store along the northern site boundary, east of the anchor store, and approximately 35,000 square feet of shops along the eastern boundary. It is unclear what is planned for Phase 3 at the southwest corner. Access is proposed from two existing and one new driveway along both Broadway Boulevard and Wilmot Road, for a total of six driveways. According to the Major Streets and Routes Plan, Broadway Boulevard is a gateway arterial and Wilmot is an arterial roadway.

Surrounding Uses/Zoning: All four corners of the Broadway/Wilmot intersection are zoned C-1 and developed with shopping centers. Areas northwest of the intersection beyond the C-1 area are zoned OCR-2 and C-3, and developed mostly with high-density offices and apartments. The most sensitive areas relative to this proposal are the single-family homes in the San Rafael Estates subdivision, to the north and east of the shopping center.

Land Use Policies: Policy direction is provided by the Sewell-Hudlow Neighborhood Plan and the General Plan.

Sewell-Hudlow Neighborhood Plan (1988). Non-Residential Policy 1.c promotes the consolidation of abutting parcels for new non-residential uses to allow adequate buffering of adjacent residential development. The land use development map indicates the majority of the site can be developed with neighborhood commercial uses (i.e., uses allowed in C-1 zoning), except for the R-1 strip around the northern and eastern site edges, which can be used for parking for the shopping center. This map needs to be amended to enable the R-1 areas to be used for any neighborhood commercial uses, hence the need for a plan amendment.

General Plan (2001). The Broadway/Wilmot area is defined as a regional commercial activity center, comprising Park Place Mall and several shopping centers along Broadway Boulevard, a high-density office and residential node northwest of Broadway and Wilmot, and the St. Joseph's Hospital and medical office complex. Redevelopment of commercial uses, including expanding commercial areas into adjoining residential areas, is supported in appropriate locations if logical boundaries can be established, and the adjacent residential properties can be adequately screened and buffered (Element 2, Policy 5 and sub-policies 5.3 and 5.6). Other policies promote neighborhood identity and visual character; encourage builders/developers to incorporate neighborhood recommendations into development plans; promote quality in design for all new development; and promote enhancing the overall function and visual quality of the street, adjacent properties and the community (Element 4, Policy 5 and sub-policy 5.6, and Policy 6 and sub-policy 6.1).

Assessment: Although in a choice location, this once- thriving retail center is outdated, underutilized and falling into disrepair. Redevelopment of the site would contribute to the vitality of this activity hub, improve the visual quality of this prominent arterial intersection, provide services for area residents, and help stabilize and improve the neighborhood edge. Maximizing the potential redevelopment area would enable greater flexibility in site design.

The plan policies support expansion of the C-1 area as indicated, if the site is designed to be sensitive to the adjacent residential areas. Noise-generating activities (loading zones, trash collection and compactor areas) should be located at least 50-feet from the nearest residences, and should not occur excessively late at night or early in the morning. Both Broadway and Wilmot are heavily-traveled in this area. The proposed building configuration should provide additional buffering of the neighborhood to the north and east from traffic noise at the intersection.

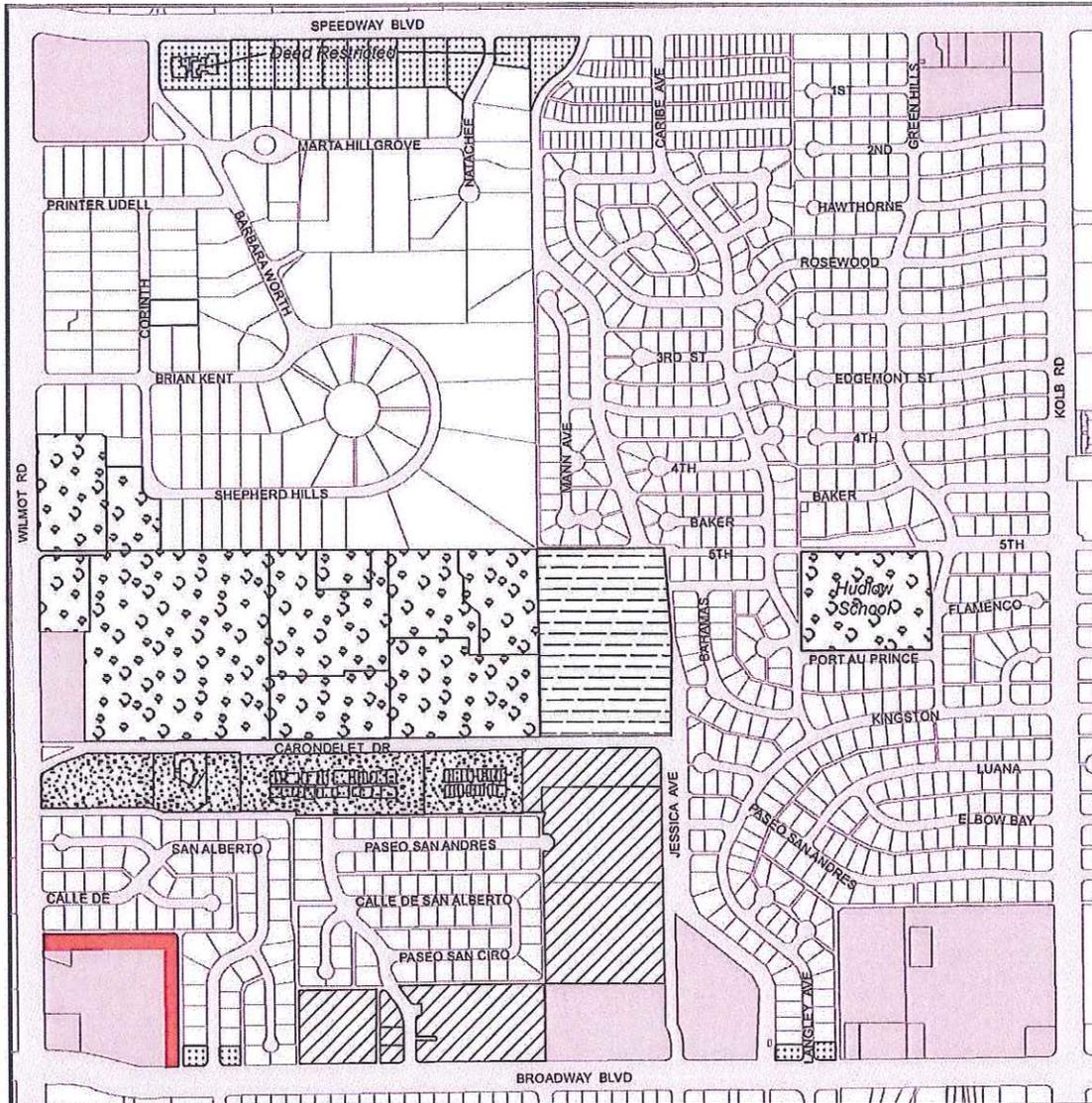
It is noted that the maximum allowable building height in the C-1 zone is 30 feet. C-2 zoning is required for 40-foot high buildings, and the plans don't support C-2 zoning in this location.

Conclusion: This proposal appears to be generally consistent with the policy direction in both land use plans, except for the land use development map in the Sewell-Hudlow Neighborhood Plan, which needs to be amended before proceeding with the rezoning from R-1 to C-1. Consequently, a plan amendment is required. Because the proposed buildings are adjacent to an established residential neighborhood, compatibility issues must be carefully addressed, including screening and buffering, and location and hours of operation of noise-generating activities. Neighborhood input must be considered. Redevelopment of this prominent site, which has been in decline for several years, would benefit the neighborhood, the surrounding area, and the community at large.

Reviewed by: Joanne Hershenhorn, 837-6976

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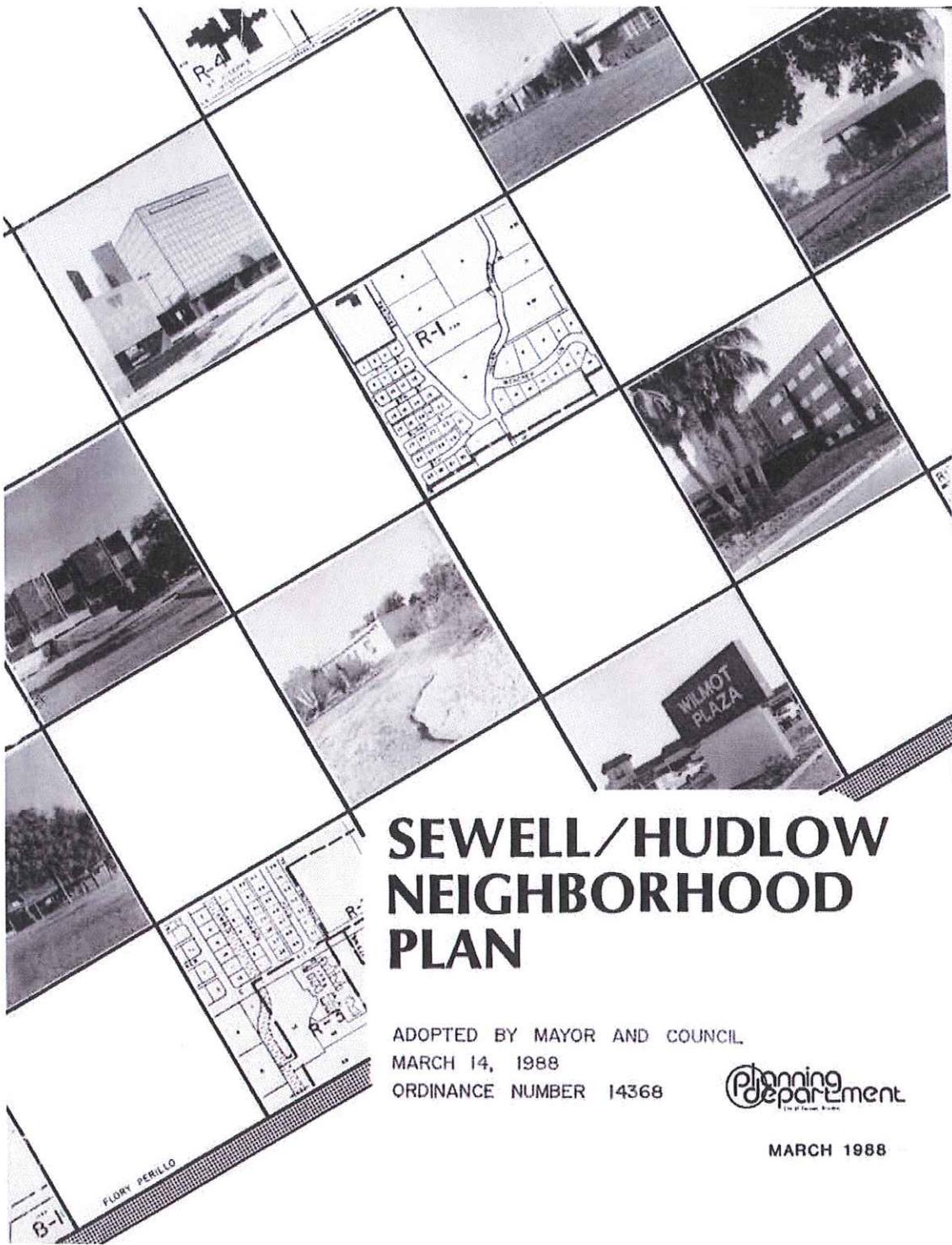
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Legend

- Low Density Residential
- Medium to High Density Residential
- Low Rise Office and Medium Density Residential
- Residential Office
- Low Rise Office
- Medium to High Density Residential, Low Rise Office and Neighborhood Commercial
- Public and Semi-Public
- _____, Resolution # _____, changed land use from "Associated Parking" to "Medium to High Density Residential, Low Rise Office and Neighborhood Commercial"

**Proposed Land Use Development Map
Hudlow Area**



SEWELL/HUDLOW NEIGHBORHOOD PLAN

ADOPTED BY MAYOR AND COUNCIL
MARCH 14, 1988
ORDINANCE NUMBER 14368



MARCH 1988

Credits

Mayor and Council

Thomas J. Volgy, Mayor

Roy B. Laos
George Miller
Sharon B. Hekman

Janet Marcus
Bruce Wheeler
Roger M. Sedlmayr

Citizens Advisory Committee

Douglas Mitchell, Chair

Gene Berry
David Dybvig
Luis Katz
Anna Fina

Bob Lewis
Ken Goodman
Paul Lindsey
Larry Lucero

Matt Perri
John Jones
Sonia Trejo
Joe Yee

City Manager

Joel D. Valdez

Planning and Development Services Department

Deleted: Planning Department

William D. Vasko, Planning Director

John F. Siry Assistant Planning Director
Camilla Kari, Planning Program Coordinator
Roger Howlett, Principal Planner
Clementa Mannarelli, Planner
Judy Anderson, Planner
Cecilia Cruz, Planner
George Hovey, Drafting Technician

Sewell/Hudlow Steering Committee

Barbara Emmons and Dr. Arthur D. Silver, Co-Chairs

Jeff Carter, Alternate Chair
Alan Hanshaw
Charlotte Komar
Gail Bangs
Valerie Feuer
Betejoy Oleisky
Terry Klipp
Robert Johnson

Rainey McKane
Jim Stringham
Maurice Jay
Phylis Carnahan
Perry Basset
Esther Straud
Tom Buick
Dr. Walter Hileman

Gene McKane
John Hill
Sam Smeller
Flory Perillo
Art Tesi
Joel Ireland
Mike Tashman

SEWELL/HUDLOW NEIGHBORHOOD PLAN

CITY OF TUCSON

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

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MARCH 1988

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Adopted by Mayor and Council – March 14, 1988 - Resolution 14368
April 12, 2005 – Resolution 20046 (Amendment)
April xx, 2012 – Resolution xxxxx (Amendment)

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HEARINGS

Mayor and Council
March 14, 1988
April 12, 2005
April xx, 2012

Planning Commission
March 2, 2005
March 7, 2012

SEWELL/HUDLOW NEIGHBORHOOD PLAN

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Amendment History |

(to be added)

ACKNOWLEDGMENT

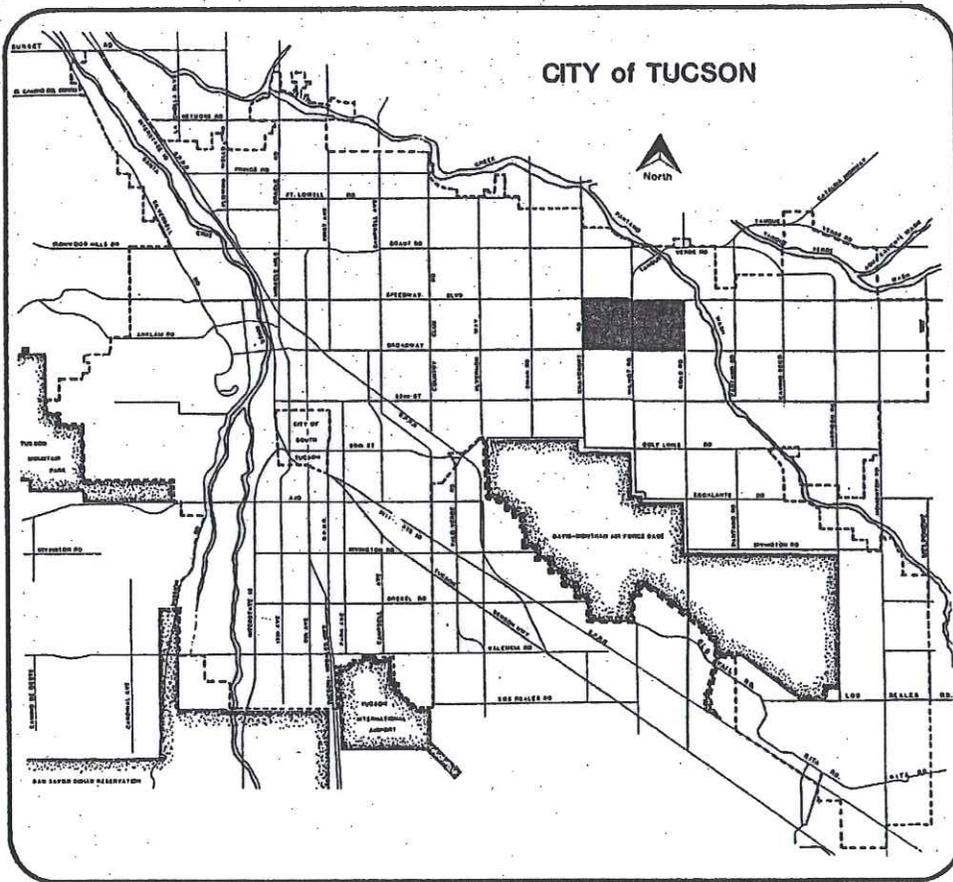
Sometimes in our haste to reach our goals, we forget to thank those who helped us along the way. In a true spirit of appreciation, we would like to recognize everyone who gave of their time and energy to make the *Sewell/Hudlow Neighborhood Plan* a reality. It is not possible to name all of you individually, but special thanks are due to the Wilmot Desert Estates and Thunderbird Heights Neighborhood Associations for their foresight in recognizing the need for a neighborhood plan. Their Boards of Directors conducted a neighborhood survey which provided guidance to the Steering Committee on the Sewell portion of the planning area. Appreciation is also expressed to the Drachman Institute for their analysis of the survey data.

Representatives of Harold Bell Wright Estates as well as other subdivisions in the Hudlow area helped us understand the concerns of the Hudlow area. In addition, we were able to gather input from commercial, public, and semi-public resources through their representation on this committee. The amalgamation of these diverse groups into an effective planning body was not without its difficulties, but we were fortunate to have the expertise and guidance of four representatives from the City Planning and Development Services Department who helped us focus on our task. To them we are deeply grateful.

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We also wish to thank the different City agencies for the extensive information in the Sewell/Hudlow Inventory and for their review and suggestions on the working draft. The Wilmot Library provided us with a place to work and, along with Sewell and Hudlow schools, places for public review of the draft plan. Finally, we are indebted to those who encouraged us to begin and to those who worked with us to the end. It has been a long and arduous task but well worth the effort of all who participated. Again, we thank you.

Dr. Arthur D. Silver, Co-chair
Barbara Emmons, Co-chair
Sewell/Hudlow Steering Committee



TUCSON METROPOLITAN AREA

LEGEND:



SEWELL/HUDLOW NEIGHBORHOOD
PLAN AREA



CITY BOUNDARIES

I. INTRODUCTION

OVERVIEW

Based on the information collected during the inventory process, the Sewell/Hudlow area is comprised primarily of long established low-density neighborhoods which are located within convenient proximity to the center of the City. The area is bounded and bisected by heavily traveled arterial streets. Some sections of these streets are developed in neighborhood and community commercial uses. Other sections retain intact stretches of low-density residential uses. The Broadway/Wilmot area is designated in the *General Plan** as a regional activity center and represents an area of intense human activity (see Land Use Development Maps, pages 10 and 11). A major medical complex is located in the area of Wilmot Road and Carondelet Drive. Little vacant land remains within the Sewell/Hudlow area. However, vacant parcels remain along Carondelet Drive, and at the northeast corner of the intersection of Sonoita and Second Street. The Alamo Wash in the Sewell area and the Rosehill Wash in the Hudlow area represent the primary drainageways. The Alamo Wash is lined with vegetation and provides a habitat for wildlife for much of its stretch between Broadway and Speedway.

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HISTORICAL NOTES

Many of the single-family residential subdivisions in the Sewell/Hudlow area were developed in the late 1940s and the 1950s. For example, Wilmot Desert Estates in the Sewell Area was first sub-divided in 1946 and Harold Bell Wright Estates in the Hudlow Area was sub-divided in 1950. The City limits extended to just east of Country Club in the late 1940s. Tucson in 1950 had a population of 45,454 people. Early residents of the Sewell/Hudlow area, therefore, were moving into new subdivisions which were surrounded by undeveloped desert land and enjoying a clear view of the mountains to the north and south.

The origin of the name of Harold Bell Wright Estates provides an interesting historical footnote to the Sewell/Hudlow study area. Harold Bell Wright Estates located southeast of the corner of Speedway Boulevard and Wilmot Road, is named after the author of a number of popular American novels written in the first third of the 20th century. Harold Bell Wright built a home in the area when advised by his doctor to leave New York and locate in a dry climate as a cure for respiratory problems. Many of the streets within the subdivision are named after titles of M. Wright's novels or after characters in his books. For example, Barbara Worth is named after *The Winning of Barbara Worth* and Shepherd Hills is named after *The Shepherd of the Hills*.

* *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "*Comprehensive Plan (CP)*" was changed to the "*General Plan*" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

BOUNDARIES

The *Sewell/Hudlow Neighborhood Plan* covers the area which is bounded by Craycroft Road on the west, Speedway Boulevard on the north, Kolb Road on the east, and Broadway Boulevard on the south.

ADJACENT PLANS

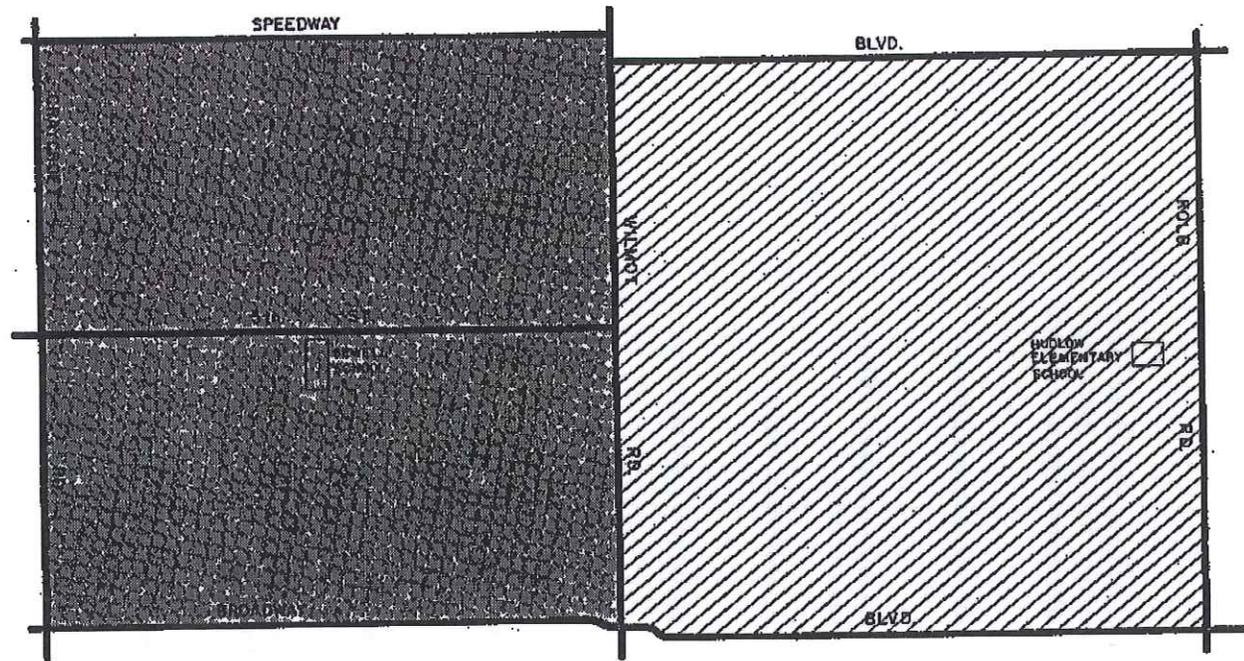
The *Sewell/Hudlow Neighborhood Plan* area is adjacent to the *plan areas for the Arcadia-Alamo Area Plan to the north, the Broadway-Craycroft Area Plan to the south and west, the Gateway Center Planned Area Development to the east, and the Williams Addition Planned Area Development to the southwest. The St. Joseph's Hospital Planned Area Development is within the bounds of the Sewell/Hudlow Neighborhood Plan area.* (Note: 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.)

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Deleted: Rogers Neighborhood Plan which is being reviewed and updated during the ongoing Broadway-Craycroft planning process. A portion of the western boundary of the Sewell/Hudlow Neighborhood Plan is shared with the Gateway Center Planned Area Development and a common intersection at Craycroft and Broadway is shared with the Williams Addition Planned Area Development.

STEERING COMMITTEE

The policies and recommendations of this *Plan* were developed with the assistance of the Sewell/Hudlow Steering Committee Steering Committee. The Steering Committee members represent a cross-section of the plan area and the Tucson community, including City residents and business people, and neighborhood associations. The Committee assisted the Planning and Development Services Department in evaluating the issues, developing goals and policies, reviewing the draft plan, and coordinating the citizen participation process.

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SEWELL/HUDLOW NEIGHBORHOOD PLAN BOUNDARIES AND SUBAREAS

LEGEND:



SEWELL AREA
HUDLOW AREA



II. GLOSSARY

ACCENT PLANT means a specimen plant having dramatic form or is otherwise visually interesting or unique.

ACTIVITY CENTER means any land use or combination of land uses which generates a substantial amount of human activity in a relatively close proximity. Activity Centers are basically multiple use entities that provide opportunities for intense development. Essential components of the activity center should include:

- A variety of urban land uses including employment generators and necessary support services;
- commercial and business service uses such as retail stores and shops, offices, restaurants, hotels, theaters, and other entertainment facilities;
- high-density residential uses including apartments, townhouses, and/or condominium developments;
- public services, especially an efficient vehicular public transit and pedestrian circulation system.

ADJACENT means properties with one or more contiguous boundaries including across all common rights-of-ways and easements.

ARCHITECTURAL ELEMENTS means any structure, including freestanding walls and buildings, or design element, such as a fountain or archway, which is usually constructed of man-made materials.

ARTERIAL STREET means any street designated as an arterial on the *Major Streets and Routes Plan*.

CLUSTER DEVELOPMENT means a site planning solution in which building lots may be reduced in size and buildings grouped closely together or have common walls, preserving the undeveloped land for buffering and open space.

COLLECTOR STREET means any street designated as a collector on the *Major Streets and Routes Plan*.

COLOR means the hue, intensity, and tonal value of a form's surface; color is the attribute that most clearly distinguishes a form from its environment.

COMMERCIAL LAND USE means land use that involves the retail sale and/or wholesale of products or business services, as well as limited manufacturing activities.

- **COMMUNITY LEVEL** means commercial uses primarily intended to serve an area-wide market.
- **NEIGHBORHOOD LEVEL** means commercial uses primarily intended to serve a local neighborhood market; found primarily in the C-1 zone.

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DENSITY means number of dwelling units per acre. (see Residential Cluster Project [RCP])

- **LOW-DENSITY RESIDENTIAL** means densities of up to six units per acre; primarily single-family detached units, but zoning allows attached units, such as duplexes and townhomes in some instances.
- **MEDIUM-DENSITY RESIDENTIAL** means a density from 7 units to 14 units per acre.
- **HIGH-DENSITY RESIDENTIAL** means a density of over 14 units per acre, including multi-family developments, such as townhomes, apartments, and condominiums.

DROUGHT-TOLERANT VEGETATION means low-water-use plants which, after they are established, can survive within the Sonoran Desert climate with little or no supplemental watering.

FLEXIBLE LOT DEVELOPMENT OPTION (FLD) refers to provision of the *City of Tucson Land Use Code* that provide flexibility in the development of residential projects which include consolidated open space and support community goals such as historic and archaeological preservation, the development of barrier-free or low income housing, and urban infill. The FLD may exceed standard residential densities subject to compliance with a number of specific development criteria, as outlined in Section 3.6.1 of the *Land Use Code*.

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GATEWAY ROUTE means an urbanized arterial or collector street that connects major activity and employment centers; usually streets which are heavily traveled by residents and visitors alike. The intent of the Gateway designation is to upgrade the streetscape.

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LAND USE DEVELOPMENT MAP means the graphic depiction of existing or designated land uses which meet the criteria of area plan policies.

LOT DEVELOPMENT OPTION means an administrative variance for setback requirements.

LOW-RISE means multi-story development not exceeding 40 feet in height.

MAJOR STREET means any arterial or collector street designated in the *Major Streets and Routes Plan*.

MID-RISE means multi-story development not to exceed 75 feet in height.

MINI-OASIS means an area of lush vegetation in which plants with high water requirements are concentrated.

OPEN SPACE means usable open space as defined by the *Tucson Land Use Code*, both active and passive recreational areas, or landscaped areas.

RESIDENTIAL OFFICE means administrative and professional office uses that will complement a residential environment. Typical development consists of office conversions from existing residential uses fronting on major streets and new construction limited to 16 feet in height for small office projects.

STRIP COMMERCIAL means a pattern of commercial development characterized by incremental additions of single function businesses along a street frontage. Such development typically has separate vehicular access points and parking for each business, and a lack of pedestrian linkage between individual businesses.

TEXTURE means the surface characteristic of a form; texture affects both the tactile and light-reflective qualities of a form's surface.

UNDERSTORY means vegetation planted below the tree canopy, such as shrubs and groundcover.

VIEW CORRIDOR means an unobstructed line of sight to mountain peaks from at least one point from adjacent development.

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RESIDENTIAL CLUSTER PROJECT (RCP) means an integrally designed residential development, which can offer a diversity of housing types and densities, and which allows for greater design flexibility. Use of this option may result in higher densities than allowed under conventional residential zones.¶

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III. PLAN GOALS/PLAN IMPLEMENTATION

PURPOSE

The purpose of the following policies is to protect the integrity of the existing neighborhood while allowing for new development where appropriate as shown on the Land Use Development Maps. This goal can be achieved through the careful siting of more intense uses and through adequate screening and buffering of potentially inharmonious uses.

PLAN GOALS

The *Sewell/Hudlow Neighborhood Plan* is intended to guide future development within the area, while protecting and enhancing existing neighborhoods. The overall *Plan* goals are to:

- Preserve and protect the integrity of established low-density neighborhoods.
- Identify appropriate locations for new development.
- Protect and enhance vegetation and open space along the Alamo Wash and the Rosehill Wash.
- Provide safe and efficient circulation systems for all modes of transportation including pedestrian.

PLAN IMPLEMENTATION

The *Sewell/Hudlow Neighborhood Plan* will be implemented primarily through the rezoning process and the expenditure of funds through the City's capital improvements programs. When an application for rezoning is received by the Planning and Development Services Department, the application will be reviewed for compliance with the general land use and specific subarea policies. If the requested rezoning is not consistent with the adopted plan policies, an amendment to the *Plan* will be required before that rezoning case can be heard. The Mayor and Council have further strengthened area and neighborhood plans by limiting consideration of amendments for two years after plan adoption.

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The *Sewell/Hudlow Neighborhood Plan* will also be used during the rezoning process to evaluate proposed developments for consistency with adopted policies. Rezoning evaluations will be based on all plan policies and recommendations. The Land Use Development Maps are provided as a graphic depiction of the plan policies. No section of the *Plan* stands alone. The policies are designed to complement one another and to create a comprehensive approach to land use planning for the Sewell/Hudlow area.

Plan policies are also used in evaluations of Flexible Lot Development Options (FLD) which are intended to encourage greater flexibility in residential developments by incorporating such elements as consolidated open space, historic and archaeological preservation, recreational amenities, sensitive architectural style, and lower and moderately priced housing.

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IV. LAND USE POLICIES

RESIDENTIAL

The majority of land within the Sewell Hudlow study area is developed and is primarily ~~composed~~ of low-density residential uses. Approximately 46 percent of the study area consists of low-density residential development and 8.6 percent is high-density residential. Medium-density accounts for less than 2 percent of uses. Since almost 10 percent of the land is in commercial use and an additional 5 percent is office, with 20 percent dedicated to roadways and alleys, and 5.3 percent to institutional, only 2.7 percent of the study area is left vacant.

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Although nonresidential and high-density residential uses generally are located along major streets, low-density residential uses are still the primary land use found along certain stretches of several of the major streets in the Sewell/Hudlow area. Therefore, policy direction is needed to mitigate the potential negative impacts of new development on existing residential uses. The policies and implementation techniques found in this section are consistent with the adopted *General Plan* and other City policies.

Intent Statement: The following land use policies are provided to guide future development and ensure the compatibility of new development with existing land uses. The following policies should be used in conjunction with the Buffering Policies/Buffering Techniques, to ensure the compatibility of a higher density development abutting a less intense or lower density use. The Buffering Techniques can be used in various combinations to accomplish this goal (see Buffering Policies/Buffering Techniques).

Residential Goals:

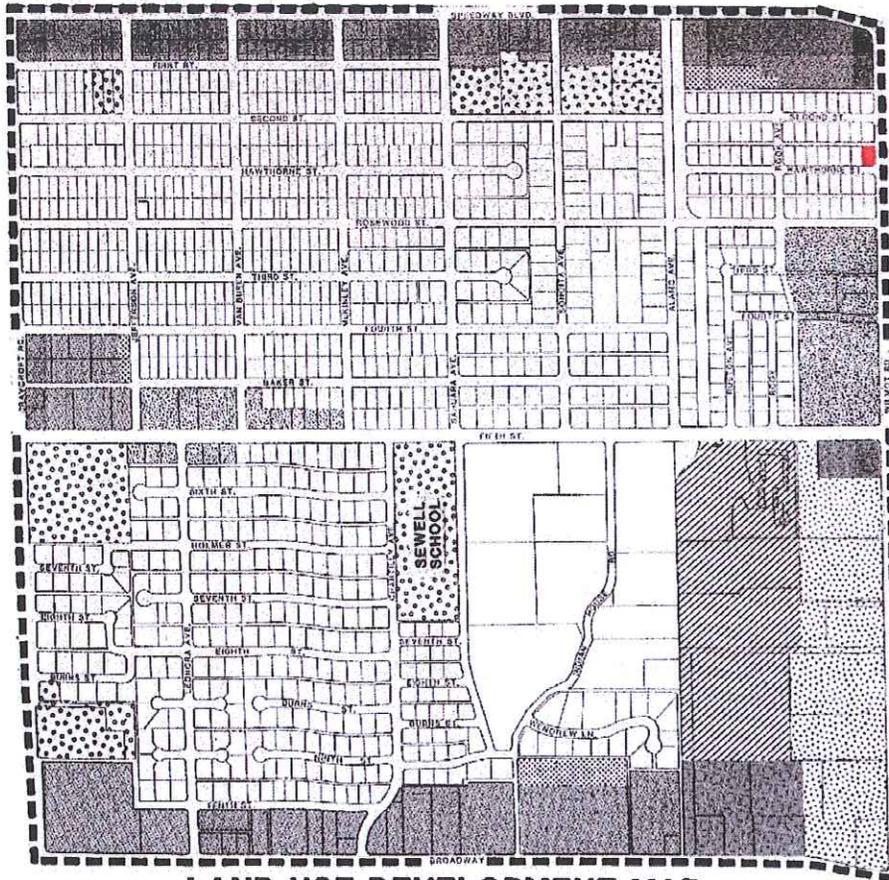
- Allow for a diversity of housing types.
- Provide mitigation measures to buffer inharmonious land uses.
- Encourage a mixture of high-density residential and nonresidential uses along designated arterial streets while promoting visual continuity along street frontages.

Policies:

1. Preserve and enhance the integrity of established neighborhoods.
 - a. Direct through traffic and traffic generated by more intense uses onto major streets (see Transportation Policy 2.a)
 - b. Ensure the compatibility of new residential development with existing land uses by demonstrating compliance with the recommended Buffering Policies/Buffering Techniques and encouraging residential patterns similar to

those in existing single-family subdivisions (e.g. Harold Bell Wright Estates is a large-lot, single-family subdivision).

2. Direct residential infill of vacant land in existing neighborhoods through the following criteria:
 - a. Low-density residential development is generally appropriate within the interior of established neighborhoods, along local streets and along certain stretches of residentially developed arterial streets as shown on the Land Use Development Maps, provided the new development retains the character of the existing single-family detached subdivisions.
 - b. Medium-density residential uses are appropriate along the north side of Carondelet Drive (see Nonresidential Policy 4 and Medical Policy 3) and on the vacant parcel located at the northeast corner of Sonoita and Second Street, in compliance with Buffering Policies/Buffering Techniques, as shown on the Land Use Development Maps.
 - c. Medium- and high-density residential developments are generally suitable along major streets as shown on the Land Use Development Maps.
3. Encourage the consolidation of parcels with common property lines when developing higher density residential uses to allow for adequate space to comply with the recommended Buffering Policies/Buffering Techniques.
4. Minimize the number of access points onto major streets.



LAND USE DEVELOPMENT MAP
Sewell Area

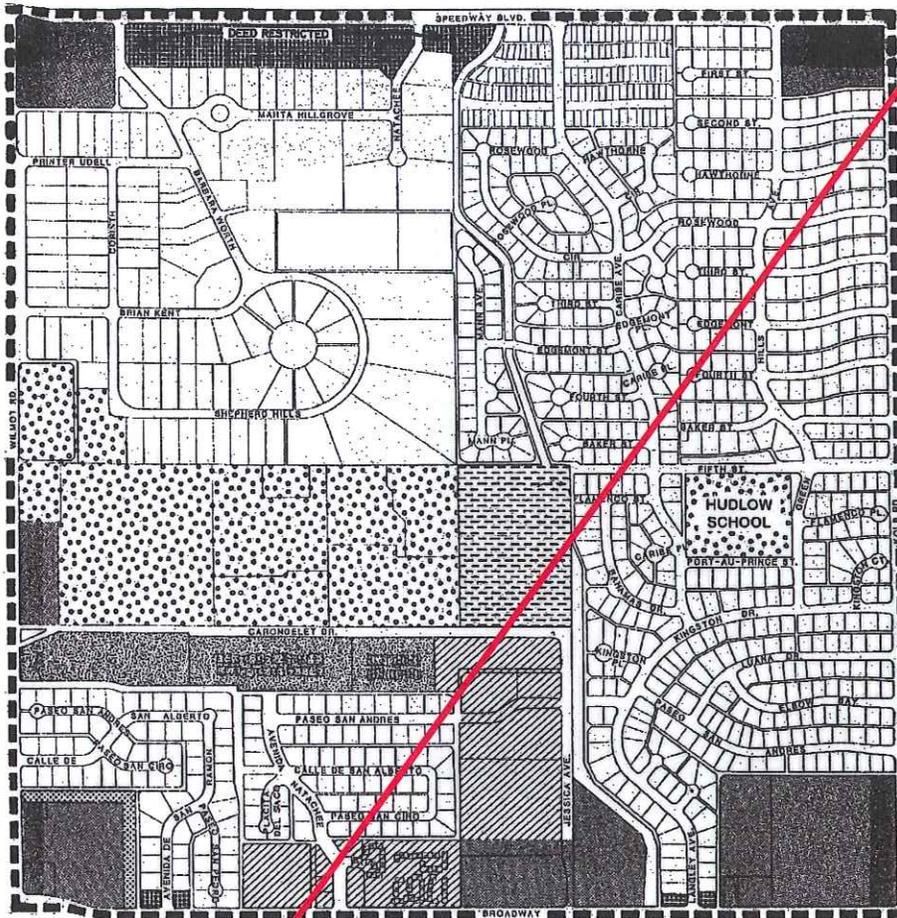
LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE
- MIDRISE OFFICE/COMMERCIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING
- RESIDENTIAL OFFICE



7-88

(Map amended on April 12, 2005, by Resolution #20046, which allowed Residential Office use at the northwest corner of Hawthorne and Wilmot)



LAND USE DEVELOPMENT MAP
Hudlow Area

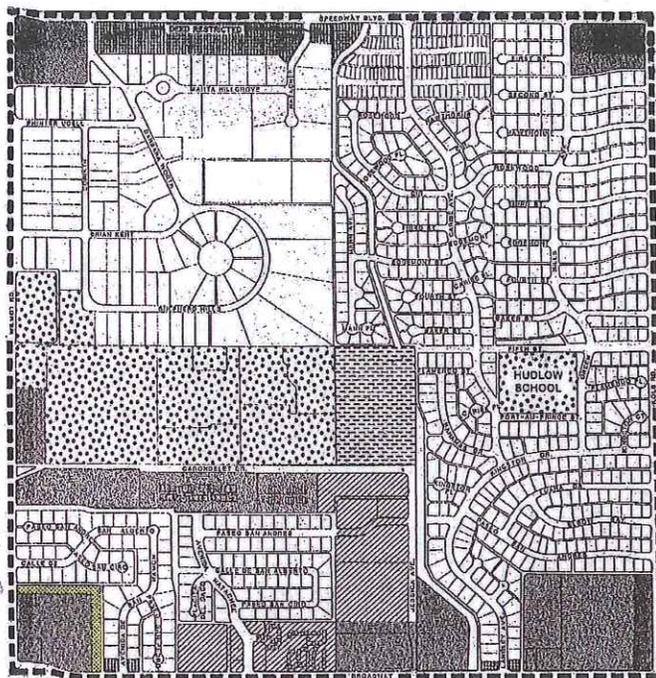
LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE AND MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL OFFICE
- LOW RISE OFFICE
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING



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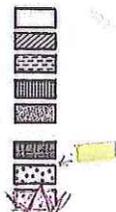
Sewell/Hudlow Neighborhood Plan



LAND USE DEVELOPMENT MAP
Hudlow Area

LEGEND:

- LOW DENSITY RESIDENTIAL
- MEDIUM TO HIGH DENSITY RESIDENTIAL
- LOW RISE OFFICE AND MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL OFFICE
- LOW RISE OFFICE
- MEDIUM TO HIGH DENSITY RESIDENTIAL,
LOW RISE OFFICE AND NEIGHBORHOOD COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- ASSOCIATED PARKING



Resolution # _____, changed land use from 'associated parking' to 'medium to high density residential, low rise office neighborhood commercial'

7-88

NONRESIDENTIAL USES

The Broadway/Wilmot area has been identified as an Activity Center (see definitions) in the *General Plan*. This Activity Center includes a regional shopping center (Park Mall), a specialty shopping complex, neighborhood retail, and office/high-density residential node, and a medical complex. (St. Joseph's Hospital). In determining the extent, intensity and scale of additional development within these components, a number of factors need to be considered. For example, the traffic capacity of arterial streets could limit the amount of additional intense development which is appropriate, given existing development and the intensity of development allowed under existing zoning. Furthermore, lot size and depth will be a factor in determining if a more intense use can provide adequate buffering of adjacent uses, greater street setbacks and a transition of heights. In addition, the ability to provide an integrated pedestrian system throughout the activity center could be a factor in determining the extent of the center.

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Nonresidential uses outside the Activity Center are located along stretches of Broadway and Speedway Boulevards. Developer interest exists for additional nonresidential development along other designated major streets within the area. However, the protection of established residential neighborhoods that remain along some of these transportation corridors must also be considered.

Deleted: For example, 5th Street, which bisects the Sewell area, performs a unique function and is designated in the *Major Streets and Routes Plan (MS&R)* as a commuter arterial. According to the MS&R, capital improvement programs and land use decisions involving rezoning requests will be reviewed with the intent of minimizing adverse impacts to the adjacent neighborhoods along this commuter arterial.

Intent Statement: These policies are designed to provide guidelines for the appropriate location of nonresidential uses in the Sewell/Hudlow area. They are designed to be used in conjunction with the Buffering Policies/Buffering Techniques.

Nonresidential Goals:

- Allow for new, nonresidential uses provided the proposed development is designed in harmony with adjacent nonresidential and residential uses and in accordance with Sewell/Hudlow policies.
- Establish design and location criteria for nonresidential uses adjacent to existing neighborhoods.

Policies:

1. Ensure efficiently designed, nonresidential developments by:
 - a. Minimizing the number of vehicular access points;
 - b. Integrating the design with adjacent nonresidential development by providing common access points and parking, integrated vehicular and pedestrian circulation systems, and other common amenities such as landscaping and walls; and

- c. Promoting consolidation of abutting parcels for new nonresidential uses to allow for adequate buffering of adjacent residential development.
2. Allow for the conversion of residential structures to residential office uses along Broadway Boulevard east of Wilmot, Speedway Boulevard east of Wilmot, and Wilmot Road south of Speedway, as shown on the Land Use Development Maps, when all of the following criteria are met:
 - a. Deed restrictions do not prohibit the use;
 - b. Primary access can be provided from an arterial street;
 - c. Parking and maneuvering requirements can be met on-site;
 - d. Screening and buffering for adjacent residential uses can be provided on-site;
 - e. The existing residential appearance of the structure can be preserved.

(April 12, 2005, Resolution #20046, allowed conversion to residential office use at the northwest corner of Hawthorne and Wilmot)
3. Allow for new nonresidential development along designated major streets as shown on the Land Use Development Maps.
4. Allow for low-rise office development along Carondelet Drive (also see Residential Policy 2.b and Medical Policy 3), along 5th Street from Craycroft Road to McKinley Avenue on the north side of the street, and from Craycroft Road to the parcel aligned with Van Buren Avenue on the south side of 5th Street, and at the northwest corner of 5th Street and Wilmot Road as shown on the Land Use Development Maps.
5. Allow neighborhood commercial and low-rise office development on Speedway Boulevard west of Wilmot Road and on Broadway Boulevard as shown on the Land Use Map.
6. Allow parking for associated uses in the areas shown on the Land Use Development Maps.
7. Allow for residential parcels on the north side of 1st Street to rezone to neighborhood commercial use, low-rise office development or medium- to high-density residential uses as shown on the Land Use Development Maps, when all the following criteria are met:
 - a. Parcel is consolidated with the commercial parcel to the north which fronts on Speedway Boulevard;

- b. All access is to Speedway Boulevard;
 - c. Parking and maneuvering can be met on site;
 - d. Adequate screening and buffering can be provided for adjacent residential uses in compliance with the Buffering Policies.
8. Recognize the Activity Center status of the Broadway/Wilmot area by providing an opportunity for low-rise office development along Broadway Boulevard and mid-rise office development along Broadway Boulevard approximately 600 feet east of the Alamo Wash and along Wilmot Road extending north to Fifth Street as shown on the Land Use Development Maps, when all the following criteria are met:
- a. Traffic generated by new development can be accommodated on abutting arterial streets through street improvements, upgrading mass transit and/or other alternate modes, or a combination of these techniques;
 - b. All access is onto arterial streets;
 - c. Parking and maneuvering requirements can be met on site;
 - d. Building heights transition to be compatible with adjacent heights;
 - e. Design complies with Buffering Policies.
9. Provide an integrated pedestrian circulation system throughout the Broadway/Wilmot Activity Center:
- a. During the rezoning and development review process, require new development to provide a clearly defined, internal pedestrian circulation system with amenities which provides connections to public sidewalks and adjacent development;
 - b. Pursue alternatives to arterial street-level pedestrian crossings to provide safe pedestrian circulation between components within the Activity Center, through funding mechanisms such as Improvement Districts, and in-lieu fees, to be shared among Activity Center uses.

V. BUFFERING TECHNIQUES

The following techniques have been developed to mitigate the potentially negative impacts of higher density residential and nonresidential development adjacent to existing low-density residential uses. The Buffering Techniques; are intended to be used in conjunction with the proposed land use policies.

One of the overall goals of the Sewell/Hudlow Neighborhood Plan is to preserve mountain views, whenever possible. Views of the Catalina, Rincon and Santa Rita mountains are visible from several points within the Sewell Hudlow neighborhoods. Since the mountain ranges surrounding Tucson provide a valuable scenic resource, the buffering policies and visual criteria address this issue by encouraging that views to mountain peaks be preserved.

Intent Statement: The following policies and buffering techniques are intended to be used in various combinations, depending upon the proposed development, the adjacent use, and existing site conditions.

BUFFERING POLICIES

LANDSCAPING

Goal:

- Enhance the visual continuity of the neighborhood by planting drought-tolerant vegetation of similar form and scale to vegetation existing in the area.

Policies:

1. All vegetation planted along major street frontages and along the perimeter of new developments should be low maintenance and drought tolerant. Allow for more dense planting within the interior of the project to provide a mini-oasis effect, if desired.
2. Drought-tolerant trees, of similar form and scale to trees existing in the area, should be planted along major street frontages. Understory vegetation, such as shrubs and groundcover, is also recommended.
3. When site conditions permit, preserve or relocate trees with a caliper of four inches or greater, including saguaro cacti and ocotillo.
4. Accent plants can be utilized at the intersections of major streets and for the primary entry areas of new developments.
5. Locate plants, such as thorny cacti, which present a hazard to pedestrians, a minimum of five feet from the edge of a walkway.

6. Enhance architectural features, including proposed structures, with drought-tolerant vegetation proportional in scale and mass to the architectural element. Landscaping could include trees, shrubs, and groundcover.

PARKING AND OUTDOOR STORAGE AREAS

Goal:

- Enhance the visual impact of a parking area with more than four spaces, as well as nonresidential outdoor storage areas adjacent to existing residential uses.

Policies:

1. Provide landscaped earth berms, a dense screen of shrubs, or three-foot-high masonry walls, which will not impede storm water runoff, along street frontages to screen parking areas with over four spaces.
2. Provide a landscaped strip, including canopy trees and a minimum five-foot-high masonry wall, which will not impede storm water runoff, along the perimeter of new development when locating nonresidential uses adjacent to residential uses and high-density residential uses adjacent to medium and low-density residential uses.
3. Screen dumpster areas and utility or water pumping stations with masonry walls and landscaping.

ARCHITECTURAL ELEMENTS

Overall Goal:

- Design architectural elements to be compatible with existing residences and to preserve mountain views.

Policies:

1. Provide a transition of heights and/or densities for proposed development adjacent to less intensive residential uses, unless other mitigation measures, such as building setbacks, provide adequate buffering.
2. Locate balconies and windows to protect the privacy of adjacent residential development, when possible.
3. Provide view corridors to mountain peaks from at least one point from adjacent development; for example, roof lines can vary to allow a view to mountain peaks.

FREESTANDING WALLS

Goal:

- When walls are appropriate, utilize decorative, masonry walls as screening elements to enhance visual continuity along major street frontages for parking and outdoor commercial storage areas adjacent to existing low-density residential uses.

Policies:

1. Construct screening walls along the frontages of major streets with decorative materials, such as tile, stone, or brick, or cover walls with a coarse textured material, such as stucco or plaster.
2. Promote the use of colors found predominately in the natural desert landscape for exterior wall colors.
3. Construct walls along perimeter property lines to an average minimum height of five feet, except noise walls which may be higher.
4. Enhance the visual appearance of a continuous solid mass, such as a wall of greater than 75 feet in length and 3 feet in height, by one or more of the following techniques:
 - a. Vary the wall alignment (jog, curve, notch, or set back, etc.), and plant trees or shrubs in the voids created by the variations.
 - b. Plant trees and shrubs, which are proportional in scale to the proposed wall, at least every 25 feet.
 - c. Use two or more materials such as tile, stone, or brick, to create a visually interesting design pattern on the proposed wall.

VI. PUBLIC/SEMI-PUBLIC USES

Public/semi-public uses within the Sewell/Hudlow area include: two Tucson Unified School District (TUSD) elementary schools, Sewell Elementary School and Hudlow Elementary School; Wilmot Library, one of the busiest library branches in the City library system; St. Joseph's Hospital and surrounding related uses, such as medical offices, nursing homes and apartments designed for older citizens; and public streets, and drainageways.

Intent Statement: The intent of the public/semi-public policies is to address the impact of these uses on existing residential and nonresidential uses and the area transportation system.

Public and Semi-Public Uses Goal:

- Ensure compatibility of public/semi-public facilities with existing Sewell/Hudlow land uses.

A. SCHOOL DISTRICT

The *Sewell Hudlow Neighborhood Plan* area is within the Tucson Unified School District boundaries. Sewell Elementary School is located on the south side of 5th Street and is attended by students living in the surrounding neighborhoods, as well as students living north of 5th Street and east of Wilmot Road. Hudlow Elementary school is located west of Kolb Road within the interior of the Hudlow area. According to representatives of TUSD, there is a concern for student safety, since some Sewell students cross 5th Street and Wilmot Road, and some Hudlow students cross Kolb Road. Middle school students and high school students attend Utterback and Fickett Middle Schools and Palo Verde and Rincon High Schools. These schools are located outside the boundaries of the *Sewell/Hudlow Neighborhood Plan*.

Intent Statement: The intent of the school district policies is to address concerns regarding safe access to schools for area students.

SCHOOL GOAL:

- Promote the safety of students when attending area schools.

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According to information provided by representatives of TUSD, all schools serving the Sewell/Hudlow area have the capacity to meet expected student needs for the next five years. Representatives of TUSD identified a concern for student safety since some Sewell students cross 5th Street and Wilmot Road, and some Hudlow students cross Kolb Road.¶

Policies:

1. Continue to solicit Tucson Unified School District (TUSD) development review to ensure provision of safe pedestrian and bicycle pathways from new development to area schools during the rezoning and development review processes.
2. Work with TUSD, the City's Police Department and the Tucson Department of Transportation to ensure provision of safe student crosswalks for students crossing Wilmot Road and 5th Street.
3. Utilize interior streets whenever possible to provide safe routes for students walking or biking to school.

B. MEDICAL COMPLEX

St. Joseph's Hospital is a major medical facility located just east of Wilmot Road. the facility fronts on Carondelet Drive, a local street. The northern edge of the facility abuts Harold Bell Wright Estates. A number of related services have located in the vicinity of St. Joseph's Hospital creating a significant medical complex. these uses, which include medical offices, nursing care facilities and apartments designed for older citizens, are located on both sides of Carondelet Drive, although emergency access to St. Joseph's Hospital is provided by a roadway which is shared with the Wilmot Public Library. Although much of this medical complex area is developed, a 14-acre lot is currently vacant. Concerns have been raised by the Fire Department regarding sufficient access for emergency vehicles on the streets that service the non-ambulatory and semi-ambulatory patient complexes near St. Joseph's Hospital.

Deleted: and several small parcels are

Intent Statement: The intent of the Medical Complex Policies is to address the impacts of a major medical complex and related services on adjacent neighborhoods and the transportation network.

MEDICAL COMPLEX GOALS:

- Encourage sensitive infill development in the vicinity of St. Joseph's Hospital.
- Ensure safe vehicular access to the St. Joseph's Medical Complex.

Policies:

1. Require appropriate buffering elements (setbacks, noise walls, mature vegetation, etc.) during the rezoning and development review processes when locating new medical facilities or related uses adjacent to existing residential uses.

2. Encourage adjacent neighborhood associations to work with St. Joseph's Hospital to provide buffering of outdoor equipment which produces odor or noise impacts on adjacent residential uses.
3. Allow rezonings to low-rise office uses or medium-density residential uses as shown on the Land Use Development Map provided that traffic generated can be accommodated on Carondelet Drive and emergency vehicle access is provided (see Residential Policy 2.b and Nonresidential Policy 4).
4. Promote an integrated pedestrian system to serve the special needs of patients using the medical facilities and area residents.

C. FLOODPLAIN MANAGEMENT AND FLOOD CONTROL

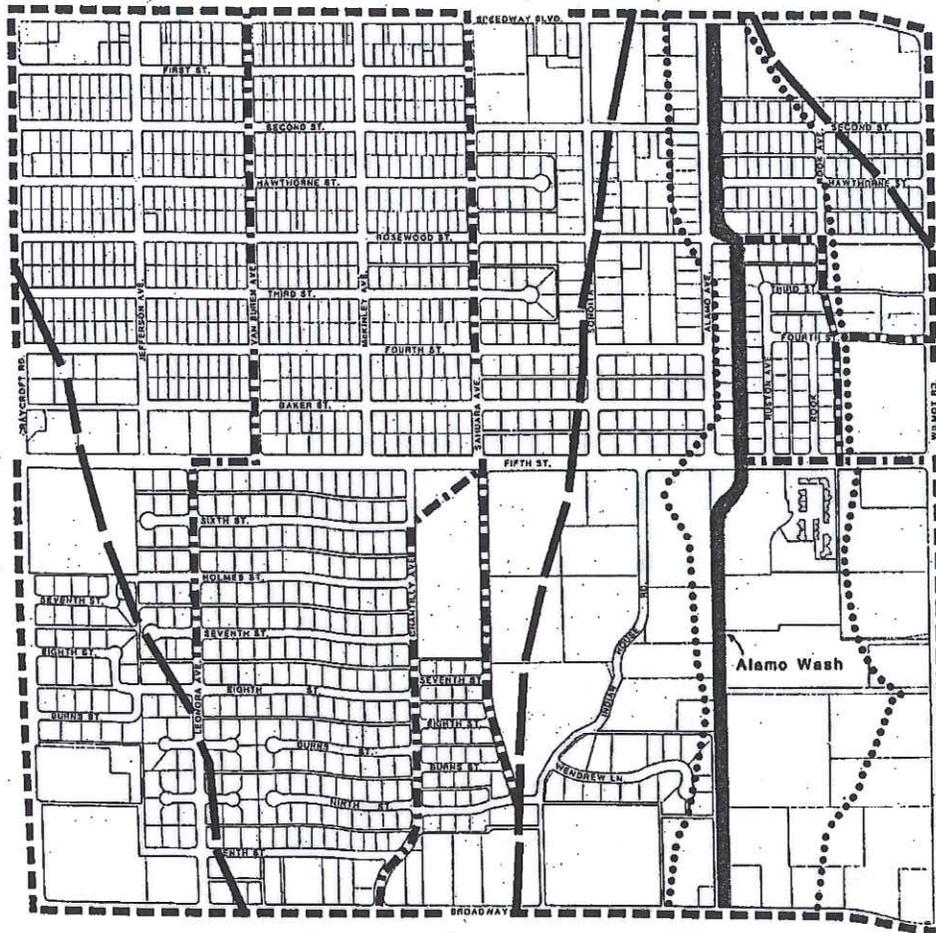
According to the City Floodplain Management and Flood Control Section, the Sewell/Hudlow area drains in a northerly direction. The primary drainage pattern includes two major washes: the Alamo Wash, within the eastern one-third of the Sewell area, and the Rose Hill Wash which bisects the Hudlow area. A number of minor drainageways drain the remainder of the Sewell/Hudlow area (see drainage conditional maps).

In general the Sewell area drains well; however, the capacity of Alamo Wash is limited and during high flood flows, the Alamo Wash may overtop its banks. Currently most of the stretch of the Alamo Wash contained within the Sewell area has revegetated from the alignment modifications done in 1950 and represents the predominant open space within the Sewell area. A 1984 drainage basin study of the Alamo Wash recommended concrete channelization of the wash and eighty feet of right-of-way. Currently, stabilization alternatives other than concrete channelization are being reviewed, as well as landscaping along the banks of the wash. A landscape architectural firm has been contracted by the City to provide landscape treatment recommendations for the wash.

Flooding problems have also been identified along Sahuara Avenue, Van Buren Avenue, and Chantilly Drive. Increasing the water capacity of the Alamo Wash will alleviate the backwater problems along Sahuara Avenue. Future storm drains along Van Buren Avenue and Chantilly Drive will provide relief from flooding on those streets..

Information concerning the drainage capacity of minor drainageways in the Hudlow area is unavailable. The City Floodplain Management and Flood Control Section has determined that a drainage study of these drainageways should be prepared. In general, Harold Bell Wright Estates and the areas served by Rose Hill Wash are adequately served by existing features.

Intent Statement: The intent of the Floodplain policies is to protect, repair and restore natural watercourses when addressing potential flooding problems.



**DRAINAGE CONDITIONS
Sewell Area**

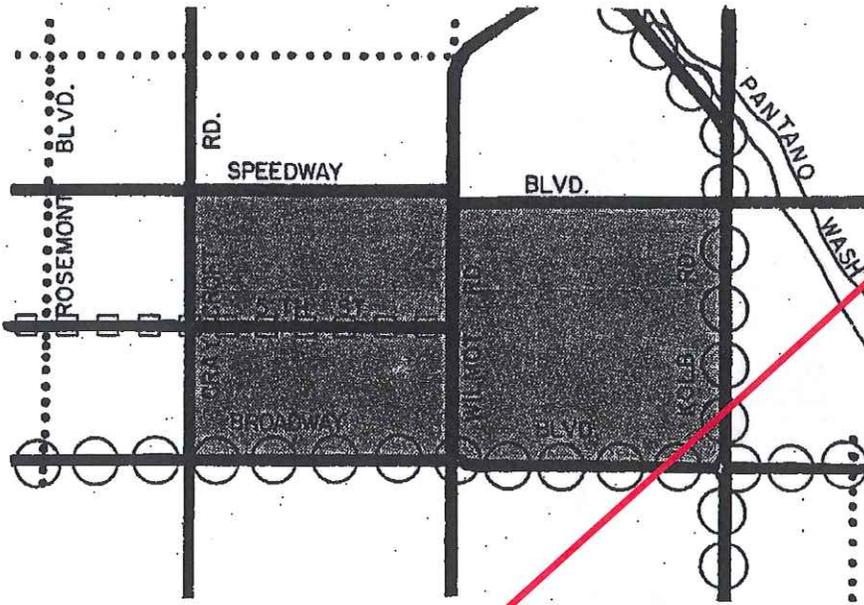
- LEGEND:**
- STUDY AREA BOUNDARY
 - WASH OR DRAINAGEWAY
 - FLOODPLAIN BOUNDARY
 - - - - - EXISTING DRAINAGE SYSTEM
 - APPROXIMATE DRAINAGE BASIN BOUNDARY

FLOODPLAIN GOAL:

- Promote environmentally sensitive and comprehensive floodplain management in the Sewell/Hudlow area compatible with multiple uses, as outlined in the *General Plan* (Section 3, Policy 2).

Policies:

1. Coordinate with the City Department of Transportation to preserve and enhance the usable open space along Alamo Wash and Rose Hill Wash, by:
 - a. Conducting a vegetation study, at the time of wash improvements, to identify trees and shrubs that would be retained;
 - b. Preserving and enhancing natural wash vegetation;
 - c. Providing pedestrian pathways along the wash banks without compromising the privacy of individual residents;
 - d. Upgrading the visual appearance of the wash at its intersections with Speedway Boulevard and 5th Street; and
 - e. Requiring dedication of open space along the Alamo Wash and Rose Hill Wash during the rezoning and development review processes as new development occurs.
2. Encourage a comprehensive approach to floodplain management and flood control in the Sewell/Hudlow area by:
 - a. Conducting a drainageway study of minor drainage basins in the Hudlow area;
 - b. Requiring developers to submit hydrology/hydraulic studies that consider drainage impacts on uses in proximity to the development site, when requested by City Floodplain Section; and,
 - c. Requiring dedication of right-of-way for drainage improvements along Van Buren Avenue during rezoning when requested by City Floodplain Section.
3. Encourage drainage improvements to alleviate flooding problems along 5th Street from Craycroft Road to Wilmot Road.

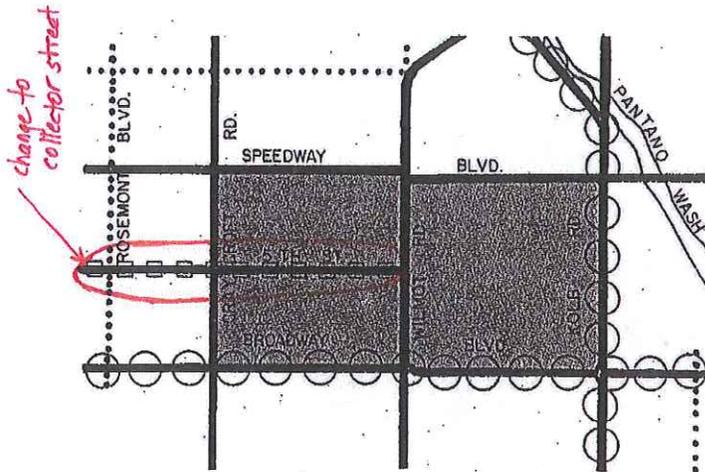


SEWELL/HUDLOW NEIGHBORHOOD PLAN Major Streets and Routes

LEGEND:

-  SEWELL/HUDLOW NEIGHBORHOOD PLAN AREAS
-  ARTERIAL STREET
-  COLLECTOR STREET
-  GATEWAY ROUTE
-  COMMUTER ARTERIAL

Sewell/Hudlow Neighborhood Plan



**SEWELL/HUDLOW NEIGHBORHOOD PLAN
Major Streets and Routes**

- LEGEND:**
-  SEWELL/HUDLOW NEIGHBORHOOD PLAN AREAS
 -  ARTERIAL STREET
 -  COLLECTOR STREET
 -  GATEWAY ROUTE
 -  ~~COMMUTER ARTERIAL~~

(, Resolution # , changed 5th Street from a commuter arterial to a collector street)

D. TRANSPORTATION

The Sewell Hudlow area is bounded and bisected by heavily traveled arterial streets. Speedway Boulevard forms the northern boundary, Craycroft Road forms the western boundary, Broadway Boulevard forms the southern boundary and Kolb Road forms the eastern boundary. Kolb Road, a major cross-city corridor, connects to Interstate 10 on the south, Sunrise Road/Skyline Drive on the north, and Orange Grove and Ina Roads on the north/northwest. The Sewell/Hudlow area is bisected by Wilmot Road, a heavily traveled arterial. Fifth Street, which forms a T-intersection with Wilmot Road, is designed as a collector street in the *Major Streets and Routes Plan*. As such, the plan recommends retention of residential uses, when feasible, along 5th Street.

Deleted: and is planned to connect to Sabino Canyon Road, to the north, in the next six to ten years.

Deleted: commuter arterial

Four different Sun Tran routes serve the Sewell area, and three different Sun Tran routes serve the Hudlow. All seven routes operate seven days a week. The *Short Range Transit Plan* identified the vicinity of Broadway and Wilmot Road as a possible future location for a transit center. No specific route changes within the area are included in the *Plan*.

Both Broadway Boulevard and Kolb Road are designated Gateway Routes. Gateway Routes are routes which are heavily traveled by area residents and visitors alike. To enhance their appearance, special landscaping and screening requirements apply. The on-going Broadway Corridor study recommends road improvements for Broadway Boulevard from Euclid Avenue to Houghton Road. Within the Sewell/Hudlow area, grade separated interchanges are recommended for the intersections of Broadway with Kolb Road and with Craycroft Road. To decrease air pollution, some area residents also support a grade separated interchange at Broadway and Wilmot Road.

The Fire Department has raised the concern of sufficient emergency access on streets around St. Joseph's Hospital to serve non-ambulatory and ambulatory complexes near St. Joseph's Hospital. Safe access for students crossing arterial streets (see School District Policies) and limiting non-local traffic on neighborhood streets are also Sewell/Hudlow concerns.

Although bikes can share the bus lane along Broadway Boulevard, the primary designated bike route in the Sewell Hudlow area is along Rosewood Avenue which does not extend east of Wilmot Road. Area residents have expressed a concern that bicycles on arterial streets such as Broadway create a hazard for motorists and bicycles alike. Pedestrian circulation within the Broadway/Wilmot activity center is discontinuous and requires crossing a major arterial to gain access to activity center businesses and services.

Intent Statement: The intent of the Transportation Policies is to provide guidelines for safe pedestrian and vehicular circulation.

TRANSPORTATION GOAL:

- Provide a transportation network which meets the circulation needs of area residents while being consistent with city-wide transportation goals.

Policies:

1. Provide safe pedestrian and bicycle access throughout the Sewell/Hudlow area.
 - a. Provide a safe bicycle route across Wilmot Road from the bike path along Rosewood Avenue.
 - b. Require continuous pedestrian circulation systems which provide connections to public sidewalks and adjacent development during the subdivision and development review processes.
 - c. Pursue alternatives to street level pedestrian crossings of arterial streets to provide safe pedestrian circulation between components within the Activity Center, through funding mechanisms such as Improvement Districts, and in-lieu fees, to be shared among Activity Center uses (see Nonresidential policy 7).
 - d. Require at least the minimum pedestrian safety buffer zone between the sidewalk and roadway curb, per City of Tucson Development Standards, during roadway improvements or during the rezoning and development review processes for new development.
2. Provide safe and efficient vehicular access throughout the Sewell/Hudlow Area.
 - a. Work with the City Transportation Department to develop methods to limit non-local traffic on local neighborhood streets.
 - b. Work with the City Transportation Department to alleviate traffic conflicts between traffic exiting from Harold Bell Wright Estates and traffic accessing the medical complexes and neighborhood on the west side of Wilmot Road.
 - c. Support the development of grade separated interchanges at the intersections of Broadway Boulevard with Craycroft Road and Kolb Road. Consider the development of a grade separated interchange at Wilmot Road.
 - d. Ensure adequate emergency access along Carondelet Drive for new and existing development during the rezoning and development review processes.
3. Promote the collector street status of 5th Street; and retain the residential uses along 5th Street (see Residential and Nonresidential policies).

Deleted: commuter arterial

VII. PLAN ADMINISTRATION

Goals and policies of the *Sewell/Hudlow Neighborhood Plan* will be implemented as development is proposed, primarily through the rezoning review process. When an application for rezoning is submitted, it is evaluated for compliance with plan policies relating to land use and specific subarea recommendations. An amendment to the plan is required if the rezoning request to comply with these policies. At the time of initial rezoning submittal, development concept plans are also reviewed to see if they meet the intent of General Design and Buffering Policies. When Mayor and Council consider rezoning requests, they may attach specific conditions to those requests which they approve. Some of those conditions may be based on neighborhood plan policies.

The Community Design Review Committee (CDRC), which is an inter department/inter-agency body, reviews all subdivision plats and rezoning development plans in the City. In addition to review for compliance with Development Standards, this agency also evaluates plats and plans for consistency with adopted plan policies which relate to site design. When appropriate, City review committees will require compliance with plan policies. Adopted plan policies also assist in formulating staff positions on requests for variances to the *Land Use Code*.

Neighborhood participation in the plan implementation process is coordinated through the City's Citizen Participation Office which registers neighborhood associations and maintain files on current neighborhood representatives. It is the neighborhood associations' responsibility to maintain up-to-date records with this agency.

Intent Statement: For purposes of plan implementation, the plan administration policies are intended to identify the responsibilities of the City of Tucson Planning and Development Services Department, the Citizen Participation Office, area developers, and neighborhood associations.

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PLAN ADMINISTRATION GOAL:

- Promote the implementation of plan goals and policies.

Policies:

1. Provide for citizen input in the plan implementation process.
 - a. Require builders and developers of proposed projects within the plan area to notify and offer to meet with affected neighborhood associations and property owners, with sufficient time to allow for a meeting to be scheduled a minimum of one week (seven days) prior to the scheduled rezoning public hearings and development review submittals. It is noted that much of the land use within the Sewell/Hudlow area is governed by privately enforced deed restrictions. Investigation of deed restrictions is encouraged as part of any consideration of land use development in the Sewell/Hudlow area.

- b. Require builders/developers to submit a written summary of their neighborhood participation efforts to the City Planning and Development Services Department prior to rezoning public hearings and development review submittals. Deleted: Planning Department
 - c. Require the City to notify affected neighborhood associations of rezoning requests and development review meetings within the plan area.
 - d. Continue to require neighborhood associations within the plan area to maintain up-to-date records of association representatives with the City's Citizen Participation Office.
 - e. Encourage affected neighborhood associations to forward comments on proposed development projects to the appropriate review bodies. Comments should be submitted as early as possible to ensure their attachment to Planning and Development Services Department staff reports to the Zoning Examiner in rezoning cases, and to the CDRC in development plan and subdivision cases. Deleted: Planning Department
 - f. Continue to require City departments and agencies to contact affected property owners and neighborhood associations of pending improvement projects in the area.
 - g. Encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the area.
2. Demonstrate compliance with *Sewell/Hudlow Neighborhood Plan* policies in all applications for land use change by submitting a plan at the time of rezoning which may include (but is not limited to) the following information:
- a. Location of structures;
 - b. Screening and landscape buffers;
 - c. Building heights;
 - d. Setbacks;
 - e. Pedestrian and vehicle circulation;
 - f. Inventory of existing vegetation;
 - g. Lighting; and
 - h. Parking layout.

Sewell/Hudlow Neighborhood Plan

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<u>DATE</u>	<u>Reso. #</u>	<u>Amendment Description</u>	<u>Map Change</u>	<u>Policy Change</u>	<u>NOTES</u>
<u>4/12/2005</u>	<u>#20046</u>	<p><u>Changed land use development map to allow a residential office use at the northwest corner of Wilmot Road and Hawthorne Street.</u></p> <p><u>Prior to the amendment, low density residential uses were allowed.</u></p>	<u>X</u>		
<u>x/xx/xxxx</u>	<u>#xxxxx</u>	<p><u>Changed land use development map to allow medium to high density residential, low rise office, and neighborhood commercial uses on northern and eastern edges of C-1 parcel at the northeast corner of Broadway Boulevard and Wilmot Road.</u></p> <p><u>Prior to the amendment, the approximately 90-foot wide northern and eastern edges of the site were designated for "associated parking" uses.</u></p>	<u>X</u>		<p><u>The C-1 zoned Wilmot Plaza shopping center at the northeast corner of Broadway and Wilmot was built in 1956. The owners/developers amended the plan to allow redevelopment of the shopping center site, including an outward expansion of neighborhood commercial (i.e., C-1) uses, to the edges of their property.</u></p> <p><u>Note: The closest existing land use category that included neighborhood commercial uses also included medium to high-density residential and low rise office uses.</u></p>

Sewell-Hudlow Neighborhood Plan
Planning Commission Public Hearing
NEC Broadway/Wilmot – Commercial

Land Use Plan Policy Summary

Sewell-Hudlow Neighborhood Plan. The land use development map supports neighborhood commercial uses (i.e., uses allowed in C-1 zoning) on the site, and parking in the R-1 strips along the northern and eastern edges. To enable the R-1 areas to be used for shopping center uses other than parking, the map needs to be amended, hence the need for this plan amendment. The non-residential policies (1.c.) promote the consolidation of abutting parcels for new non-residential uses, to allow adequate buffering of adjacent residential development.

General Plan (2001). The Broadway/Wilmot area is defined as a regional commercial activity center comprising Park Place Mall, several shopping centers along Broadway Boulevard, a medium- to high-density office and residential node northwest of Broadway and Wilmot, and the St. Joseph's Hospital and medical office complex. Redevelopment of commercial uses, including expanding commercial areas into adjoining residential areas, is supported in appropriate locations if logical boundaries can be established, and adjacent residential properties can be adequately screened and buffered (Element 2, policy 5 and sub-policies 5.3 and 5.6). Other policies promote neighborhood identity and visual character; encourage builders/developers to incorporate neighborhood recommendations into site plans; promote quality in design for all new development; and promote enhancing the overall function and visual quality of the street, adjacent properties and the community (Element 4, policy 5 and sub-policy 5.6, and policy 6 and sub-policy 6.1).