



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

May 12, 2016

Mr. Kevin Hall, PE
Cypress Civil Development
2102 North Country Club, #9
Tucson, AZ 85716

Dear Mr. Hall:

Subject: Minor Change to the Broadway Village PAD – Elimination of Mid-Block Pedestrian Crossing of Eastbourne Avenue

I have reviewed your letter (see attached) requesting the elimination of the mid-block pedestrian crossing of Eastbourne Avenue as identified in the Broadway Village PAD

The Broadway Village PAD allows for minor changes and adjustments to the PAD document in order to respond to unanticipated needs in the development of the PAD district that do not adversely affect the overall purpose and intent of the Plan.

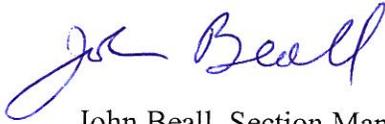
Therefore, it is determined that this minor change request is not in conflict with the overall intent of the Broadway Village PAD, and the proposed change conforms to the goals and objectives of the Plan. The proposed request to eliminate the mid-block pedestrian crossing is a non-substantial change to the PAD and will not result in a significant change in pedestrian or traffic circulation within the PAD or in the surrounding area.

This minor change is supported by the following:

1. There is a designated pedestrian crossing just north along the Broadway Boulevard frontage;
2. The proposed mid-block pedestrian crossing is located within a high traffic volume area which would create a conflict between pedestrians and vehicles;
3. The Tucson Department of Transportation (TDOT) has indicated that they will not allow painted striping across Eastbourne Avenue as this will further an unsafe situation;
4. TDOT has indicated that a marked crossing is not necessary given the on-street parking along Eastbourne Avenue which will serve as a sufficient traffic calming measure and no other devices or design is needed;
5. The proposed mid-block pedestrian crossing was a conceptual design subject to a development package final design and review.

6. The proposed mid-block pedestrian crossing was a conceptual design subject to a development package final design and review.

Sincerely,

A handwritten signature in blue ink that reads "John Beall". The signature is written in a cursive style with a large initial "J" and "B".

John Beall, Section Manager - Entitlements
Planning and Development Services Department

cc: Fred Howard
Nicole Ewing Gavin

Attachments: Applicant's Request

9 May 2016

Mr. John Beall
City of Tucson Planning and Development Services Department
201 North Stone Avenue, 2nd Floor
Tucson, Arizona 85701

RE: Broadway Village PAD – Pedestrian Crossing at Eastbourne Avenue

Dear John,

Based on our discussions this morning at the Broadway Village project site located at 3000 East Broadway Boulevard, please accept this letter as the official request to eliminate the demarcated pedestrian crossing, as shown on the project's approved PAD document (Broadway Village Planned Area Development) and on the project's approved Development Package (Development Package for Broadway Village – DP15-0097), at the location along Eastbourne Avenue and the west entrance into the main parking area of the Broadway Village commercial center. As discussed, it has been determined that the location of this planned crossing is in an area of high traffic volumes and deemed to be an unsafe crossing area. Specifically, it is felt that the following provides the justification for the requested elimination:

1. The crossing area is shown in the middle of the median opening along Eastbourne where traffic is to cross for ingress and egress to and from the Broadway Village parking lot. A high level of traffic utilizes this median opening. A pedestrian crossing here would create a direct conflict between the vehicles and pedestrians, thus creating an unsafe condition and undue liability for the City and the Broadway Village property owner;
2. The Tucson Department of Transportation (TDOT) has indicated that they will not allow painted striping across Eastbourne. This further exacerbates the unsafe situation as there would not be a marked crossing for the pedestrians;
3. The existing median along Eastbourne currently has designated refuge areas where pedestrians that are crossing the street can stop to avoid conflicts with vehicles;
4. The specific area in question is known as a high volume traffic area for pedestrians, i.e. many pedestrians currently cross Eastbourne in areas that are not designated pedestrian crossings. There is a designated pedestrian crossing at the intersection of Eastbourne and Broadway just north of the subject area. Any indication of a pedestrian crossing, other than the designated crossing at Broadway, could further promote unsafe pedestrian crossings of Eastbourne and therefore be an assumed liability for the property owner and the City.

Due to these points as discussed with you it is formally requested that there be no demarcated pedestrian crossing across Eastbourne Avenue as shown on the project plans. It was further discussed today that it may be beneficial to provide some sort of warning device across Eastbourne, closer to the intersection of Eastbourne and Broadway, that would provide a physical signal for drivers. It is perceived that this would alert drivers so that they are more attentive to potential pedestrians that are crossing Eastbourne at unmarked locations. The development team is researching these possibilities and would work with TDOT for any proposed treatment.

Thank you for your willingness to meet today and for helping to resolve this potentially unsafe situation. Should there be any questions please feel free to contact the undersigned.

Sincerely,
Cypress Civil Development

A handwritten signature in black ink, appearing to read "Kevin M. Hall". The signature is written in a cursive, flowing style.

Kevin M. Hall, PE
Principal

John Beall - Re: Broadway Village PAD

From: Andrew McGovern
To: John Beall; Zelin Canchola
Date: 05/11/2016 8:23 AM
Subject: Re: Broadway Village PAD

John, after discussing it with Zelin, we are in agreement that a marked crossing isn't necessary. Given the on-street parking along Eastbourne, we believe that will serve as sufficient traffic calming and no other devices are necessary.

>>> John Beall 5/10/2016 8:10 AM >>>

Andy and Zelin - Please see attached request from property owner asking to remove the pedestrian crossing across Eastbourne as identified on various exhibits in the PAD. I made an onsite visit yesterday with Tom Adkins and the request is reasonable and can be supported given the median design which has enough width for multiple pedestrian refuge areas and given the parked car spaces along Eastbourne. There are already existing pedestrian crossings at the Manchester/Eastbourne intersection and along the Broadway frontage. However given the reality that pedestrians will be crossing Eastbourne at mid-block is it possible and reasonable to provide another traffic calming feature besides the parked cars along Eastbourne - Possible a rumble strip on the southbound side of Eastbourne. Would like your thoughts and input ... Again I have attached the applicant's request letter and an Exhibit from the PAD which shows the proposed crossing and potential rumble areas.

Thanks!



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

July 2, 2015

Ms. Kelly Lee
The Planning Center
110 S. Church, Suite 6320
Tucson, AZ 85701

Dear Ms. Lee:

Subject: Minor Amendment to the Broadway Village PAD – Historic Landmark Designation for Buildings B and C; and Removal of Future Buildings D and E.

I have reviewed your letter (see attached) requesting a minor amendment, referred to in the PAD as a non-substantial change, regarding the following items as a condition of the recently approved plan amendment PA-13-02 on February 4, 2015, Resolution No. 22348:

- The existing buildings, Buildings B and C shall be designated as City of Tucson Historic Landmarks within the Broadway Village PAD with modifications to the Design Standards addressing Signs; and
- The future buildings, Buildings D and E shall be removed from the Broadway Village PAD concept including the proposed associated access point south of future Building E.

Other conceptual PAD modifications include:

- Dumpster relocation
- Country Club entrance improvements
- Execution of Maintenance Agreement for Manchester Street and Eastbourne Avenue
- Re-striping and re-angling of parking at intersection of Manchester and Eastbourne
- Providing a revised Traffic Impact Analysis to the 2010 Traffic Impact Analysis for the continued re-development of the Broadway Village shopping center.

The Broadway Village PAD recognizes that amendments to the PAD may be necessary over time in order to respond to the changing market demands or to respond to the unanticipated needs of new users or financial conditions. Non-substantial changes to the PAD shall be approved pursuant to Unified Development Code Section 3.5.5.J and must be in substantial conformance with the objectives of the PAD. Changes to conditions and terms of a PAD that affect the overall density, intensity, and classifications of land uses must be processed as new change of zoning.

Therefore, it is determined that this minor amendment request is a non-substantial change and is approved.

This minor amendment is supported by the following:

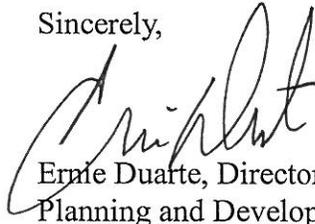
1. Minor amendment does not affect overall density, intensity, or classification of land use nor will it result in a major change in the PAD as defined in UDC Section 3.5.5.J.2.c.
2. Minor amendment is not in conflict with the overall intent expressed in the Broadway Village PAD which strives to preserve the shopping as local landmark and to make it a viable retail enterprise. (Broadway Village PAD, Part 1: B, C, and D.d)
3. The Historic Landmark (HL) designation for Buildings B and C is consistent with the goals and policies of *Plan Tucson and the Broadmoor-Broadway Village Neighborhood Plan*. The HL designation will help to preserve the shopping center's historical character and significance as a valued landmark within the immediate neighborhood and larger Tucson community.

However, the minor amendment is approved under the following conditions:

1. Add language to the revised PAD, Part 3:G.1.b. "New signs shall require a minor review limited to considerations of compatibility, avoidance of obscuring significance architectural details, and minimization of damage to historic fabric by its means of attachment." This is not a sign condition rather it is meant to be a condition that is consistent with preserving the historical integrity of the historic landmark.
2. Property owner is required to submit a State of Arizona Historic Property Inventory form for review and recommendation to the City of Tucson Historic Preservation Office and Tucson-Pima Historical Commission Plans Review Subcommittee prior to Zoning Examiner Public Hearing for the rezoning of the adjacent parcel (129-02-0930) to a parking lot.
3. Property owner required to execute Maintenance Agreement for Manchester Street and Eastbourne Avenue as identified in the Broadway Village PAD, Part 3:B.2.

Please note that this minor amendment will not take effect unless rezoning case C9-15-02 Broadway Village – Eastbourne Ave is approved by Mayor and Council. At that time the applicant is to provide Planning and Development Services a revised Broadway Village PAD document, including all appendices, both an electronic version and a hard copy.

Sincerely,



Ernie Duarte, Director
Planning and Development Services Department

cc: Mr. Fred Howard
Council Member Steve Kozachik, Ward 6
John Beall, PDSB
Jim Rossi, COT Real Estate
Fred Felix, TDOT
Richard Leigh, TDOT
Jonathan Mabry, OIP

Attachments: Applicant's Request



May 12, 2015

John Beall
Principal Planner
City of Tucson
Planning & Development Services
201 North Stone, 3rd Floor
Tucson, Arizona 85701

Subject: **Broadway Village (BV) Planned Area Development (PAD) Amendment**
PA13-02 & RZ

Dear John:

On February 4, 2015, the City of Tucson Mayor and Council approved an amendment to the Broadmoor Broadway Village Neighborhood Plan and the Arroyo Chico Area Plan for a 0.5-acre property located adjacent to Broadway Village Shopping Center for parking use. The additional parking is proposed to help preserve and revitalize Broadway Village Shopping Center, provide for overflow parking and reduce traffic impact to the adjacent Broadmoor neighborhood. As a condition of the approved plan amendment (PA13-02), the BV PAD shall be amended for the following:

- The existing buildings located along Broadway Boulevard and east of Eastbourne Avenue (Buildings B & C) shall be designated as City Historic Landmarks within the PAD Document with modifications to the sign requirements (See BV PAD, Section III.G: Project Design); and
- The proposed buildings located along Country Club south of Broadway Boulevard (Buildings D & E) shall be removed from the PAD and associated access point south of Building E (See Section III.A: Conceptual Site Plan).

Other conceptual site plan modifications have been included as part of the design review and a description is found within this application. Proposed Conceptual Site Plan improvements include:

- Dumpster relocation
- Country Club entrance improvements
- Maintenance Agreement
- Re-striping and re-angling of parking at intersection of Manchester & Eastbourne
- Traffic Impact Analysis Addendum

In accordance with Section III.H: Interpretations and Amendments of the Broadway Village PAD, the minor amendment request is in response to changing market demands, the need for additional parking and the preservation of an important architectural landmark. No increase in density is proposed, only minor modifications to the building square footage to decrease the allowable buildable area, adding an overlay zone that designates the most significant Broadway

May 12, 2015
John Beall
Broadway Village PAD
Page 2
All-Of/eplication

Village structures as historic landmarks and minor site plan adjustments as required to improve the vehicular and pedestrian safety.

The enclosed document identifies the proposed PAD amendments and requested revisions to the PAD documents. This minor amendment request will only take effect upon approval of the Rezoning for 151 Eastbourne Avenue, C9-15-XX. Please let me know if you have any questions or comments.

Sincerely,
THE PLANNING CENTER

A handwritten signature in black ink that reads "Kelly Lee". The signature is written in a cursive, flowing style.

Kelly Lee
Project Manager

CC: Fred Howard & Craig Finfrock

Enclosure



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

December 17, 2013

Ms. Kelly Lee
The Planning Center
110 S. Church, Suite 6320
Tucson, AZ 85701

Dear Ms. Lee:

Subject: Clarification Letter for the Broadway Village PAD – Manchester Curb Return Maintenance Agreement and the Timing of PAD Improvements

I have reviewed your letter (see attached) requesting clarification regarding the following items :

1) Since PAD approval, the Property owner has made improvements to the Manchester Drive Curb Return Plan for Broadway Village South (See Attachment A: Manchester Curb Return Construction plans). These plans were approved and accepted by the City of Tucson Engineering Support Manager, Richard Leigh for operation and maintenance (See Attachment B). It is our understanding these improvements are in accordance with the Exhibit III.A: Conceptual Site Plan and page 33 of the Broadway Village PAD (Attachment C) stating that vehicular perpendicular parking and maneuvering may occur in public rights-of-way (Eastbourne and Manchester Street) within the PAD boundaries, subject to execution of a maintenance agreement with the City of Tucson. The maintenance agreement is included as Attachment B.

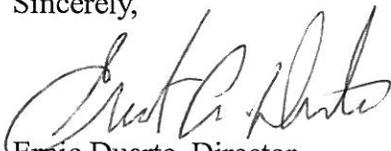
2) The installation of other PAD improvements, such as sidewalks, dumpster relocation and hardscape/landscape improvements are required at the time of approval of the final building permits for the site. The Property owner plans on constructing these improvements in conjunction with other building and parking lot improvements of the PAD. The date of the improvements is undetermined until there is a need for additional building space at Broadway Village.

The PAD document calls out that the developer will enter into a maintenance agreement with the City of Tucson regarding any improvements in the public right-of-way, which may include maintenance and irrigation of newly landscaped areas and vehicular parking and maneuvering, including that required for loading and solid waste disposal. TDOT confirms the Manchester Street improvements were constructed per the Private Improvement Agreement (PIA) process. However, the PIA acceptance letter (Attachment B) is a form letter that is sent out

when a PIA construction is built per approved plans; it is not intended as an execution of a maintenance agreement. In order that vehicular perpendicular parking and maneuvering may occur in public rights-of-way (Eastbourne and Manchester Street) within the PAD boundaries, an executed maintenance agreement with the City of Tucson is still needed. Please contact Steve Tineo at TDOT regarding the execution of the required maintenance agreement.

In regards to the timing of other PAD improvements, such as sidewalks, dumpster relocation and hardscape/landscape, these improvements will occur at time of construction of either Building D or E, whichever is constructed first, and the entire site will meet the PAD criteria by the completion of the last new building.

Sincerely,



Ernie Duarte, Director
Planning and Development Services Department

cc: Mr. Fred Howard
John Beall, PDSD
Carolyn Laurie, PDSD
Jim Rossi, COT Real Estate
Steve Tineo, TDOT
Richard Leigh, TDOT

Attachments: Applicant's Request



December 2, 2013

John Beall
Principal Planner
City of Tucson
201 North Stone
Tucson, AZ 85743

Subject: **Broadway Village Planned Area Development (PAD), C9-11-03**
ALL-01

Dear John:

As part of the changes at Broadway Village, some questions have arisen regarding the requirements of the Broadway Village PAD by the Property Owner as well as the neighborhood. We request to receive confirmation from City staff on these questions. They are regarding the Manchester Curb Return Maintenance Agreement and the timing of PAD improvements. Specifically, we need to address the following:

- Since PAD approval, the Property owner has made improvements to the Manchester Drive Curb Return Plan for Broadway Village South (See Attachment A: Manchester Curb Return Construction plans). These plans were approved and accepted by the City of Tucson Engineering Support Manager, Richard Leigh for operation and maintenance (See Attachment B). It is our understanding these improvements are in accordance with the Exhibit III.A: Conceptual Site Plan and page 33 of the Broadway Village PAD (Attachment C) stating that vehicular perpendicular parking and maneuvering may occur in public rights-of-way (Eastbourne and Manchester Street) within the PAD boundaries, subject to execution of a maintenance agreement with the City of Tucson. The maintenance agreement is included as Attachment B.
- The installation of other PAD improvements, such as sidewalks, dumpster relocation and hardscape/landscape improvements are required at the time of approval of the final building permits for the site. The Property owner plans on constructing these improvements in conjunction with other building and parking lot improvements of the PAD. The date of the improvements is undetermined until there is a need for additional building space at Broadway Village.

We request that the City confirm the above by providing a signature or a response letter acknowledging the current Broadway Village improvements are in accordance with the PAD requirements and the timing of future improvements is determined by completion of the last

December 2, 2013
John Beall
Broadway Village PAD
Page 2
All-01

new building. If you have any questions regarding this request, please do not hesitate to contact me at 623-6146. Thank you for your assistance.

Sincerely,
THE PLANNING CENTER



Kelly Lee, Project Manager

cc: Fred Howard

Attachments

John Beall
Principal Planner
City of Tucson





**CITY OF
TUCSON**
DEPARTMENT OF
TRANSPORTATION

July 06, 2012

Fred Howard
CRI Broadway Village Partnership LLC
4728 E Broadway Blvd
Tucson AZ 85711-3608

**SUBJECT: MANCHESTER DRIVE CURB RETURN PLAN BROADWAY
VILLAGE SOUTH U-2011-009, T12P100002**

Dear Mr. Howard:

The obligations outlined in the subject Private Improvement Agreement have been met. The roadway improvements within the public rights-of-way have been constructed to City of Tucson Standards and specifications and are accepted by for operation and maintenance.

These improvements are located in Section 17, Township 14 South, Range 14 East, Gila and Salt River Meridian, State of Arizona, County of Pima

If you have any questions, please contact Richard Leigh at 791-5100.

Sincerely,

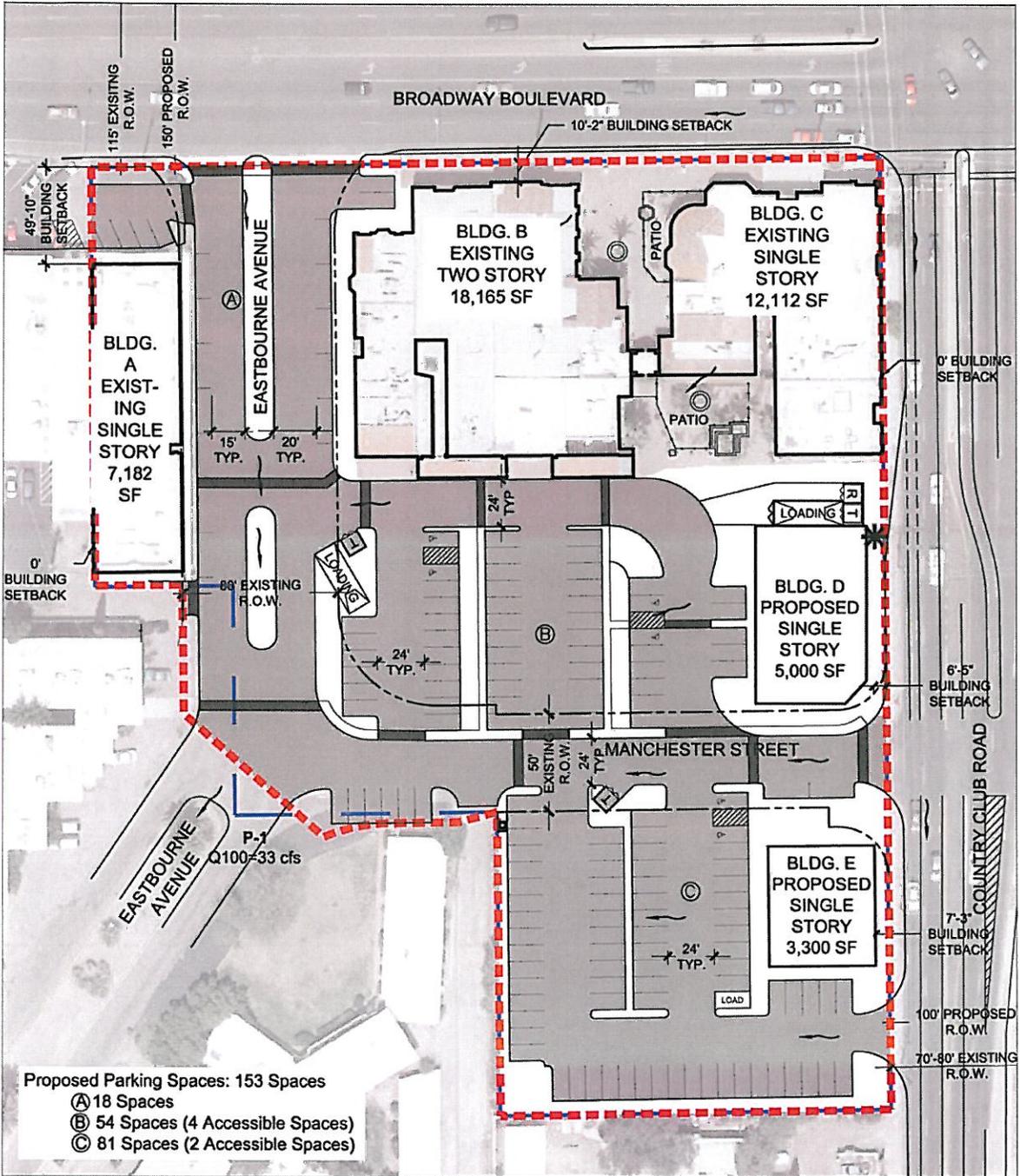
Richard Leigh
Engineering Support Manager
Permits and Codes Unit

c: Sandy Zurbrick, Streets Division
Kristina Medina, Development Services
Jose Ortiz, Traffic Engineering
Permit and Codes Inspector
Chris Kellher, Maps and Records

U-2012_0091.A.DOC

ENGINEERING DIVISION
P.O. BOX 27210 • TUCSON, AZ 85726-7210
(520) 791-5100 • FAX (520) 791-4239
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o 110 s church ste 6320 tucson az 85701
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w azplanningcenter.com



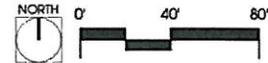
Proposed Parking Spaces: 153 Spaces
 (A) 18 Spaces
 (B) 54 Spaces (4 Accessible Spaces)
 (C) 81 Spaces (2 Accessible Spaces)

Legend

- IPAD Boundary
- Flow Arrow
- Subbasin Limits
- Bus Shelter
- Existing Right of Way
- Trash Dumpster
- Handicap Space

Notes

PAD Area: 160,473 S.F. (3.68 acres)
 Proposed Building Square Footage: 45,759
 Maximum Proposed Building Height: 30'



FILE NAME: CRI-01-EXHIBITS (ALL 8.5X11) DWG/Prop-Cond

- o 110 s church ste 6320 tucson az 85701
- o 520.623.6146
- f 520.622.1950
- w azplanningcenter.com

Broadway Village Planned Area Development

2. Vehicular Use Areas and Parking

The Broadway Village PAD will provide one vehicular parking space per 300 square feet of building space. Vehicular parking spaces are not required for patio square footage, such as outdoor seating, farmers markets and other outdoor retail displays.

Vehicle use areas shall be constructed utilizing materials and construction techniques in accordance with recommendations of the geotechnical engineer and concurrence from City of Tucson staff. The minimum PAAL width within the PAD shall be 20 feet.

Handicapped parking will be provided in accordance with ADA requirements from the 2006 IDC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Accessible spaces and "Van Accessible" spaces will connect to the accessible route as required by the 2006 IDC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Newly constructed and modified sidewalks, detectable warnings and curb ramps will comply with accessibility requirements as required. The entire circulation system will meet these requirements by the issuance of the last Certificate of Occupancy for the last new building to be built on-site.

Cross-access and cross-parking agreements with adjacent commercial property owner(s) west of the PAD will be recorded prior to approval of the first development plan.

Vehicular perpendicular parking and maneuvering may occur in public rights-of-way (Eastbourne Avenue and Manchester Street) within the PAD boundaries, subject to the execution of a maintenance agreement with the City of Tucson. Parallel parking along Eastbourne Avenue and Manchester Street is not permitted.

3. Bicycle Parking

A minimum of five (5) bicycle parking spaces (Class 2) shall be provided for each existing and proposed building.

4. Loading Zones and Solid Waste Disposal

Two 12 x 35 foot loading zones, one 8.5 x 18 foot loading zone and three trash dumpsters shall be provided within this PAD. The two 12 x 35 foot loading zones and trash dumpsters will be screened by masonry walls and are intended to blend into Broadway Village development.

Loading zones and trash dumpsters are located in close proximity to existing and proposed buildings and are accessible from Broadway Boulevard and Country Club Road. Loading zones, trash receptacles and recycling areas may have shared access within the PAD. In addition, access and maneuvering for loading and trash trucks may occur within the public rights-of-way within the PAD

