

CASA



de los
niños

Casa de los Niños

Planned Area Development



Casa de los Niños Planned Area Development

Speedway Boulevard and 4th Avenue
Tucson, Arizona

Submitted to:

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Part I Introduction	1
A. Overview.....	2
B. Rationale and Benefits for Use of a PAD.....	4
C. Conformance with the General Plan and City Land Use Plans	5
1. City of Tucson General Plan	5
a. Central Core Growth Area.....	5
b. Land Use.....	5
c. Access and Circulation.....	6
d. Community Character and Design	6
e. Housing	6
2. University Area Plan.....	6
D. Neighborhood Preservation Zone.....	8
Part II Site Analysis.....	9
A. Existing On-Site Development.....	10
B. Existing Zoning and Land Uses	13
1. Existing Zoning.....	13
2. Land Uses	13
C. Public, Educational and Community Facilities	15
1. Public Facilities and Services.....	15
a. Parks	15
b. Libraries.....	15
c. Fire Stations	15
d. Police Stations.....	15
e. Hospitals.....	15
2. Schools.....	15
D. Existing Transportation and Circulation	17
1. Adjacent Roadways.....	17
2. Current and Future Right-of-Way	17
3. Access Points.....	17
4. Alternate Modes of Transportation	17
5. Major Streets and Routes.....	17
E. Existing Hydrology	18
F. Off-Site Views	20
1. Views onto the Site.....	20
2. Views across the Site.....	20
Part III PAD District Proposal.....	23
A. Planning Considerations.....	24
B. Permitted and Excluded Uses	26
C. Development Standards	26
1. Site Development.....	26
2. Interior Lot Lines/Parcels.....	26
3. Vehicular Use Areas.....	27
4. Bicycle Parking.....	27



5.	Sidewalks	28
6.	Building Accessibility	28
7.	Loading Zones and Solid Waste Disposal.....	29
8.	Historic Preservation	29
D.	Landscape Program	30
1.	Streetscape	30
a.	Zone 1	31
b.	Zone 2	31
2.	Internal Landscape.....	31
3.	Landscape Requirements	32
E.	Conservation Standards	34
F.	Circulation Plan.....	34
G.	Wastewater.....	35
H.	Design Review.....	36
I.	Interpretations and Amendments.....	36
1.	Interpretation	36
2.	Amendments	36
	Appendix A.....	37
	Appendix B.....	39
	Appendix C	52

List of Exhibits

Exhibit I:	Location Map.....	3
Exhibit II.A:	Existing Development	12
Exhibit II.B:	Zoning.....	14
Exhibit II.C:	Community Facilities	16
Exhibit II.E:	Flood Hazard Zone	19
Exhibit II.F.1:	Photo Key Map	21
Exhibit II.F.2:	Site Photos.....	22
Exhibit III.A:	Conceptual Site Plan	25
Exhibit III.D:	Landscape Program	33

List of Tables

Table II.A:	Building Inventory	11
Table II.B.1:	Existing Zoning.....	13
Table II.B.2:	Existing Land Uses.....	13
Table II.D:	Roadway Characteristics.....	18
Table III.C.1:	Development Standards.....	26
Table III.C.2:	Parking Requirements.....	27



Part I: Introduction



Introduction

A. Overview

Casa de los Niños (“Casa”), located on 3.45 acres at the northwest corner of Speedway Boulevard and 4th Avenue (see *Exhibit I: Location Map*, page 3), is a fully accredited nonprofit organization. Casa has been the chief provider of services to children in crisis since it was founded by Sister Kathleen Clark in 1973. At that time, Casa was the first crisis nursery in the country and has since been used as a template for similar shelters throughout the world. They are currently licensed for 48 children residing at the shelter ranging in age from newborn to 12 years.

In order to provide these essential services to an ever-growing population of children and families in need, the shelter has been expanding steadily over its 35-year history. In addition to the shelter, Casa’s operations on-site include administrative support, a pre-school for the children in the shelter, a visitation house and an infant mental health clinic. A summary for each of Casa’s programs is provided in the following paragraphs.

Crisis Shelter

This 24/7 program meets the physical, emotional and developmental needs of children up to 12 years of age who have families in crisis, are victims of family violence, or are homeless. In addition to a warm bed, three meals and clothing, the children in shelter care receive medical and developmental services, and their parents are provided education and family support services.

Crisis shelter services can provide parents with the break they need to handle a family emergency or crisis and offer a skilled medical staff to meet the needs of children with special health care needs. Services are available to all families in Arizona.

Great Beginnings

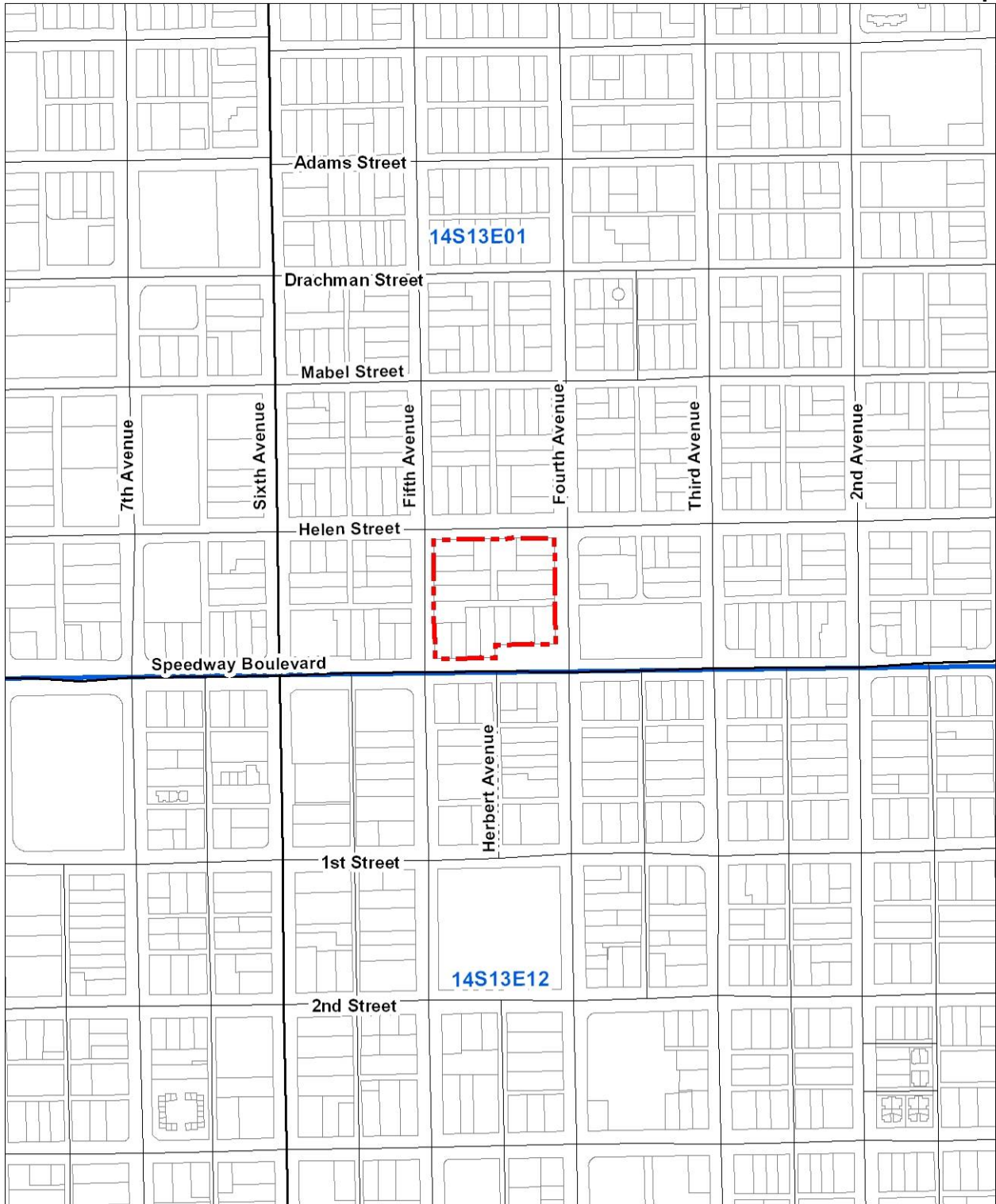
Great Beginnings Infant Mental Health Program provides comprehensive developmental and psychological assessment and psycho-therapeutic intervention for infants and very young children, who have been victims of child abuse/neglect or family violence. Children, birth through 5 years of age, and their caregivers, who have been exposed to abuse, neglect, family trauma and/or violence, are eligible to participate in this free program.

Judicial Supervision Services



Casa de los Niños is offering supervised visitation and exchange services to families referred by Arizona Superior Court in Pima County. Supervised visitation and exchanges allow children and parents to maintain family interaction.



Exhibit I: Location Map

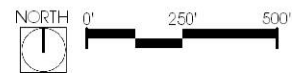


LEGEND

-  Site Boundary
-  Township, Range & Section

Acreage: Approx. 3.45 AC

Assessor's Parcel's Identification Numbers: 115-04-3330, -334A, -3350, -3370, -3380, -3400, -3410, -3420, -343A, -344A, -345A, -3460, 3470, -348A, -3490, -3500, -3660



FILE NAME: CDN-01_location.mxd
SOURCE: Pima County DOT GIS, 2009



Foster Care

A foster home provides a caring family environment to children who have been victims of abuse and neglect. Casa de los Niños recruits and facilitates licensure of foster families for all children, including specialized services for families who care for medically vulnerable children, for the following situations:

Short Term Foster Care: caring for children and working with their case plan as they transition to reunification with their parents, adoption or a relative placement.

Foster to Adoption: caring for children and working with their case plan to help them prepare for permanency including a willingness to consider adoption if they become available for adoption.

Respite Care: Providing care during a planned vacation or emergency for other foster parents or adoptive parents.

Casa's Foster Family Support Services also include ongoing training and development.

Healthy Families

Healthy Families encourages and supports parents by building on their strengths to help provide a healthy start for parents and their children. The Healthy Families Program is a voluntary, comprehensive home visitation program for families of newborns and can provide services for multiple years. The program offers frequent home visits, information to parents on child development, positive parent-child interaction and linkages to other community resources.

In-Home Services

Casa de los Niños is part of a community-based partnership with Arizona's Children Association and Child & Family Resources to provide comprehensive in-home family preservation and family support services to families at risk of having their children removed due to abuse and neglect in Pima County. Referrals are received through CPS, and all services are free to the family.

B. Rationale and Benefits for Use of a PAD

The City of Tucson Planned Area Development (PAD) allows Casa to expand its facilities and provide consistency with today's Land Use Code. The PAD zone is a zoning classification that provides for the establishment of zoning districts with distinct regulations as adopted by Mayor and Council. The PAD will allow Casa to tailor this zoning district to meet and to resolve Land Use Code issues that are specific to a shelter for victims of domestic violence.



Currently, the agency's operations are spread amongst four locations throughout Tucson. In order to become a more efficient organization and provide a higher level of services to its residents, Casa is proposing additional square footage to its main campus on 4th Avenue, allowing it to consolidate all of its operations into one location. The property is currently zoned R-1, which does not allow for a shelter of its size; thus, the operations on the Casa campus are considered legal non-conforming uses. To accommodate the expansion and bring the property into compliance with the City of Tucson Land Use Code, a rezoning is necessary.

Casa de los Niños is a unique organization that does not fit neatly within any current zoning district provided in City of Tucson Land Use Code. The base zoning for the PAD will be O-3 zoning, but it has been tailored to provide flexibility for the shelter site. The areas in which this PAD would differ from the City's Land Use Code and Development Standards are parking requirements, landscaping and screening, and trash and loading provisions. This PAD will also allow the agency to be located within 500 feet of R-3 or more restrictive zoning without obtaining a Special Exception Land Use Permit, as would be required under the O-3 zone. Lastly, the PAD will ensure improvements made to the campus will be compatible with the surrounding neighborhood.

Because the Casa campus encompasses less than 40 acres (the minimum required for processing a PAD), a waiver was obtained from the City of Tucson Mayor and Council permitting Casa to move forward with a PAD for its 3.45-acre site. (A copy of the waiver approval letter is provided as Appendix A.)

C. Conformance with the General Plan and City Land Use Plans

The proposed changes to the campus are consistent with policy recommendations in the City's General Plan and the University Area Plan. Both stress the compatibility between uses and protection of established neighborhoods.

1. City of Tucson General Plan

a. Central Core Growth Area

The PAD is located within the Central Core Growth area of the General Plan. The Central Core Growth Area supports a mix of housing types and opportunities throughout the Central Core Growth Area to meet the diverse needs of the residents. The goal of the Casa PAD is to renovate and enhance the development in order to provide these essential shelter services to an ever-growing population of children and families in need.

b. Land Use

Casa PAD will protect established residential neighborhoods by promoting compatibility with existing Southwestern architectural styles and building materials of adjacent land uses. New



development will also be oriented to protect the privacy of surrounding residential land uses.

c. Access and Circulation

In accordance with the Livable Tucson Goals, the alternatives to automobile transportation include improvement of public transportation, improvement of roadways (lighting, landscaping, sidewalks and bus stops), and promotion of alternatives to the automobile. The proposed campus redesign will improve:

- Accessibility of the existing bus stop on Speedway.
- Landscaping (including passive water harvesting), lighting and pedestrian accessibility.

d. Community Character and Design

The Community Character and Design element supports infill and redevelopment projects that reflect sensitivity to the site and neighborhood conditions and adhere to site and architectural design guidelines.

- The PAD supports the policies of the Community Character element of the General Plan, University Area Plan and the Feldman’s Neighborhood Preservation Zone to ensure new development on the campus is compatible with the single-family residential design character of the surrounding residential uses.

e. Housing

The Housing element promotes development of decent, safe and sanitary housing. The Casa PAD will allow upgrades to facilities and programs designed to prevent child abuse and shelter care for children.

2. University Area Plan

The University Area Plan (UAP) is rich and diverse in character, offering a unique blend of housing and lifestyle options, educational and cultural amenities and pedestrian oriented commercial services. The special qualities of the *University Area* are built on a foundation of individual neighborhoods and commercial districts closely linked to the activity and development of the University of Arizona.

The overall goal of the plan is to recognize distinct neighborhoods in the University Area, and support those changes which protect and enhance the character, identity and residential quality of life in these neighborhoods. More specifically, the Casa PAD plans to comply with all the policies of the UAP, including:



- Protecting and improving existing neighborhoods.
- Directing traffic directly onto major streets and away from residential areas.
- Mitigating impacts of non-resident parking demand in neighborhoods by providing for a comprehensive parking plan for all existing and proposed uses on the site.
- Encouraging all new development to be compatible with Southwestern architectural styles, building materials, ornamentation, setbacks, stepbacks and variations in building height or mass to complement the scale and character of the Feldman's Neighborhood and the Neighborhood Preservation Zone.
- Encouraging all new development to demonstrate sensitivity to surrounding uses in design, location, orientation, landscaping, screening and transportation planning.
- Providing shielded lighting that increases night time visibility around doorways, windows, pathways and landscaped areas.
- Screening or enclosing outdoor storage areas or dumpsters from the view of all streets and adjacent properties.
- Screening and orient buildings, windows and balconies to preserve the privacy of surrounding residential land uses.



D. Neighborhood Preservation Zone

Special care will be taken to ensure that new development within the Casa de los Niños campus is compatible with its surroundings both in its appearance and its operations. Casa is within the boundaries of Feldman’s Neighborhood, a National Register Historic District. Feldman’s Neighborhood is one of two neighborhoods chosen by the City of Tucson Mayor and Council to pilot the implementation of the Neighborhood Preservation Zone (NPZ). The NPZ allows neighborhoods that are National Register Historic Districts or those that are eligible to be included on the Register to create a neighborhood-specific design manual containing architectural and design requirements and guidelines which must be adhered to for future residential development and significant modifications to existing residential structures. Representatives of Casa de los Niños were involved with the formulation of the design manual, all new development within the PAD will respect the NPZ by complying with the following criteria contained within the Feldman’s Neighborhood Design Manual:

- Massing
- Architectural Style
- Building Walls
- Landscaping
- Pedestrian Ways
- Roofs
- Windows
- Privacy Mitigation



Part II: Site Analysis



A. Existing On-Site Development

The Casa de los Niños campus consists of five site-built structures, playground areas, courtyards, and parking and loading areas. The existing conditions of the campus are depicted in *Exhibit II.A: Existing Development*, page 12. The two structures located in the northern portion of the site are the Angel and O'Reilly buildings, which are shelters for children who have been displaced from their families. In the center of the site is the pre-school building, which serves the children who reside in the shelters. Administrative offices and support facilities such as conference rooms, reception areas and storage areas are located in the Kelsch building at the corner of Speedway Boulevard and 4th Avenue.

Included within the PAD boundary are two single-family residential homes (adjacent to Speedway Boulevard), one of which was recently acquired by Casa (2010) but is not currently involved with Casa operations. The other home (at the corner of Speedway Boulevard and 5th Avenue) is used as a visitation center where parents can visit their children when a neutral meeting site is made necessary due to intra-family conflict. Both structures are among nearly 490 properties (out of approximately 600) cited in the Inventory of the Contributing Properties to the Feldman's National Register Historic District as contributing to the historic significance and visual character of the district. Both structures are located within the future right-of-way for Speedway Boulevard.

Table II.A: Building Inventory provides a description of each of these buildings.



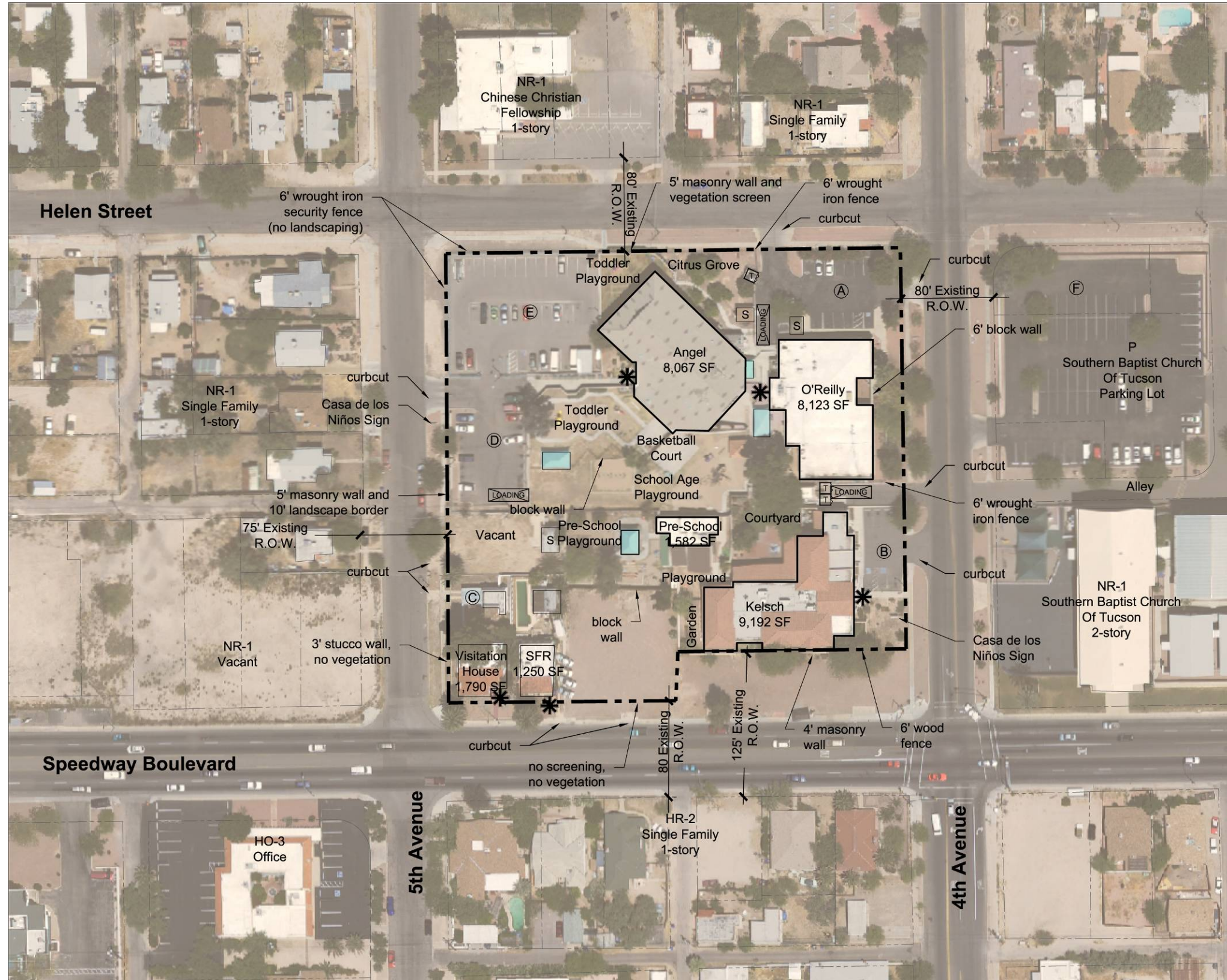
Table II.A: Building Inventory

Existing Building	Current Square Footage	Building Height (feet)	Building Setback from Existing Property Line (feet)	Parking Spaces (Accessible Spaces)	Loading Spaces (Dimension)
Kelsch (Administration)	9,192	14	0 from Speedway Blvd. 43 from 4 th Ave.	6 (2)	1 (11'x 35')
O'Reilly (Shelter)	8,123	14	26 from 4 th Ave. 79 from Helen St.	66 (1)	1 (11'x35')
Angel (Shelter)	8,067	32	17 from Helen St.		
Pre-School	1,582	14	115 from Speedway Blvd.	0	0
Visitation House	1,790	14	5 from Speedway Blvd. 8.5 from 5 th Ave.	1 (0)	1 (11'x35')
Single Family Residential Home	1,250	14	5 from Speedway Blvd.	0 (0)	0
Total On-Site	30,004			73 (3)	2
Off-Site Parking				20*	
Total				93	

*Per agreement with First Southern Baptist Church of Tucson, 20 overflow parking spaces are available within the church parking lot east of the subject property.



Exhibit II.A: Existing Development

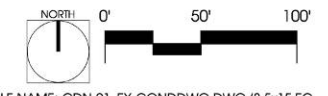


NOTES

- Property Acreage: 3.45 AC
- Existing Zoning: NR-1
- Proposed Zoning: PAD
- Existing Square Footage: 30,004 SF
 - Kelsch (Admin. Offices): 9,192 SF
 - O'Reilly and Angel (Shelters): 16,190 SF
 - Pre-School: 1,582 SF
 - Visitation House: 1,790 SF
 - SFR: 1,250 SF
- Existing Parking: 93 Spaces
 - Area A (Staff): 13 spaces
 - Area B (Visitor): 6 Spaces (2 Handicap)
 - Area C (Staff): 1 Space (carport)
 - Area D (Visitor): 21 Spaces
 - Area E (Secured Staff): 32 Spaces (1 Handicap)
 - Area F (Visitor/Staff): 20 Leased Spaces

LEGEND

- | | |
|---------------------|----------|
| Loading Area | Shed |
| Trash | Entrance |
| Existing Structures | |
| PAD Boundary | |
| Parcels | |



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B. Existing Zoning and Land Uses

Casa de los Niños is surrounded by a mixture of residential uses, religious uses, vacant land and small office uses, as shown in *Exhibit II.A: Existing Development*, page 12. Single-family homes in the area are on lots ranging in size from approximately 7,000 to 9,000 square feet. The First Southern Baptist Church of Tucson is located on the east side of 4th Avenue, and the Tucson Chinese Christian Fellowship is located on the north side of Helen Street. Both of these facilities also include pre-schools.

1. Existing Zoning

Table II.B.1: Existing Zoning

Project Site	NR-1 (Residential)
North	NR-1 (Residential)
South	HR-2 (Historic Residential), HO-3 (Historic Office)
East	NR-1 (Residential), P (Parking)
West	NR-1 (Residential)

(See *Exhibit II.B: Zoning*, page 14.)

2. Land Uses

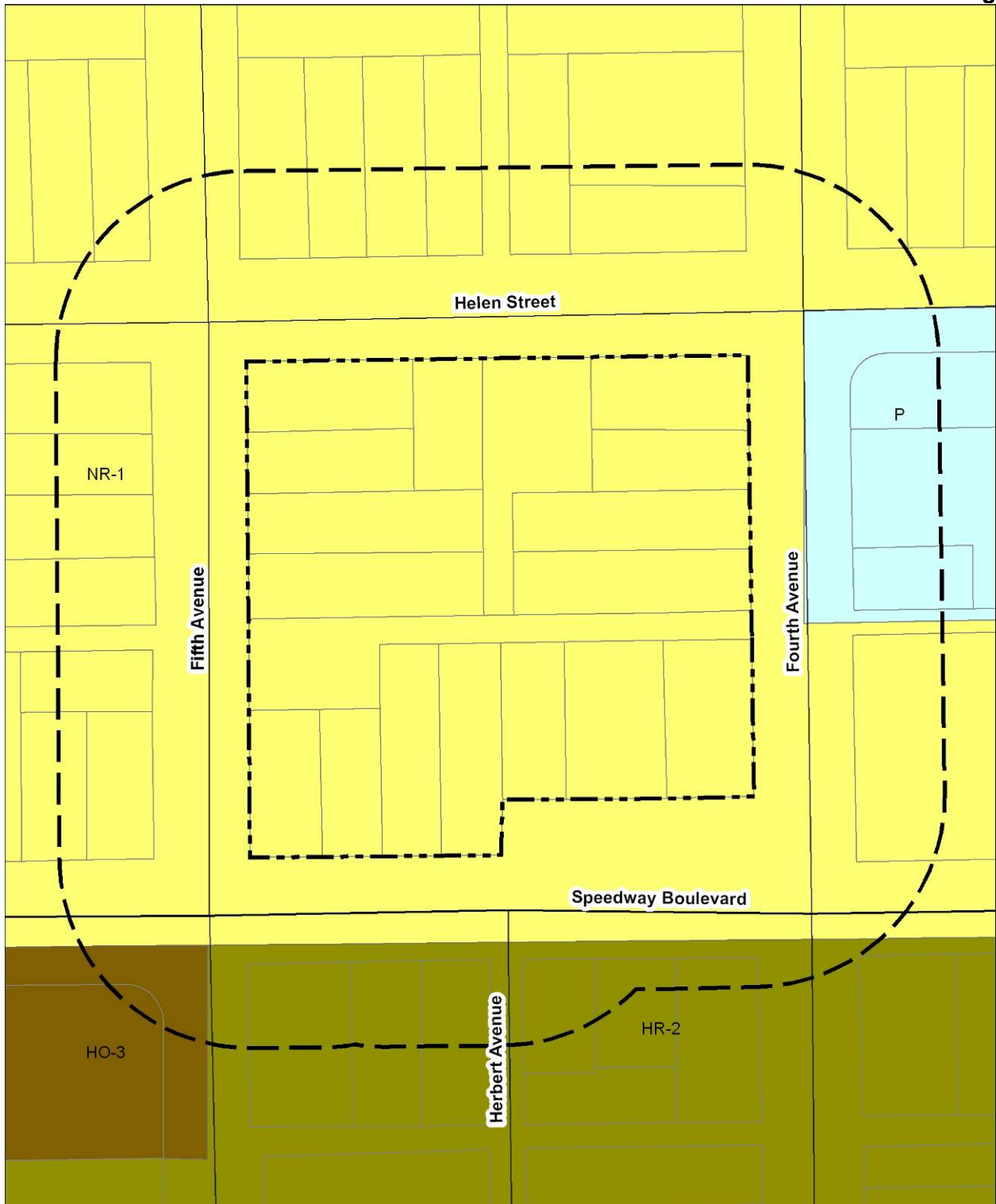
Table II.B.2: Existing Land Uses

Project Site	Shelter Care; Single-Family Residential
North	Single-Family Residential, Religious Use
South	Single-Family Residential, Office
East	Religious Use
West	Single-Family Residential, Vacant

(See *Exhibit II.A: Existing Development*, page 12.)



Exhibit II.B: Zoning



LEGEND

- Site Boundary
- 150-Foot Radius

City of Tucson Zoning

- NR-1 Neighborhood Preservation Single Family Residential
- HR-2 Historic Medium Density Residential
- HO-3 Historic Office
- P Parking



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SOURCE: Pima County DOT GIS, 2009



C. Public, Educational and Community Facilities

1. Public Facilities and Services

a. Parks

The only parks within one-half mile of the project site are De Anza Park, located approximately one-quarter mile to the southwest, and Catalina Park, which lies one-quarter mile to the south. There are several publicly owned parcels in the vicinity, but none about the project site. (See *Exhibit II.C: Community Facilities*, page 16.)

b. Libraries

There is one public library located within one mile of the PAD. The Joel Valdez Main Library is located at 101 North Stone Avenue, approximately one mile southwest of the project site.

c. Fire Stations

The nearest fire station is located at 265 South Church Avenue, approximately 1.25 miles south of the project site.

d. Police Stations

There are two police stations located within the vicinity of the PAD. The University of Arizona Police Department is located at 1200 East Lowell Street, approximately one mile southeast of the PAD. The City of Tucson Police Headquarters is located at 270 South Stone Avenue, approximately 1.25 miles south of the PAD.

e. Hospitals

The nearest hospital is the University Medical Center located at 1501 North Campbell Avenue, approximately one mile east of the PAD.

2. Schools

The project site is located within Tucson Unified School District, and schools serving the area include Cragin Elementary, Doolen Middle School and Tucson High School. As indicated on *Exhibit II.C*, page 16, several charter schools are also located in the vicinity. Both religious uses to the north and east of the PAD district also house early education facilities. Casa de los Niños is currently home to approximately 48 children ranging in age from newborn to 12 years. Children who reside at the shelter continue to attend the schools in which they are enrolled at their home addresses. If they are not currently attending school, they are enrolled in Cragin Elementary. As of the submittal date, there is one shelter resident attending Cragin Elementary School.



Exhibit II.C: Community Facilities



- Local Schools**
1. ACE High School
 2. Tucson Youth Development High School
 3. Pima Partnership High School
 4. Montessori Schoolhouse
 5. First Southern Christian School
 6. Al-Huda Islamic School
 7. Roskrige Elementary/Middle School
 8. Tucson High School

LEGEND

- Project Boundary
- Park
- City of Tucson owned parcels
- 1/2 Mile Radius
- Charter School
- Private School
- Public School

NOTE: The entire site is within Tucson Unified School District



FILE NAME: CDN-01 /schools_parks_rec.mxd
SOURCE: Pima County DOT GIS, 2009



D. Existing Transportation and Circulation

1. Adjacent Roadways

Casa de los Niños is bordered by Speedway Boulevard on the south, Helen Street on the north, 4th Avenue on the east, and 5th Avenue on the west. Attributes of the adjacent transportation network are summarized in *Table II.D: Roadway Characteristics*.

2. Current and Future Right-of-Way

Helen Street, 4th Avenue and 5th Avenue each has current and future 80-foot rights-of-way adjacent to the project site. Speedway Boulevard currently has between 80-120 feet of right-of-way adjacent to the project site. According to the Major Streets and Routes (MS&R) Map, the future right-of-way for Speedway Boulevard is 120 feet. An additional 40 feet of right-of-way dedication is required along the western portion of the project site adjacent to Speedway.

3. Access Points

There are three vehicular access points along 5th Avenue, one along Helen Street and three along 4th Avenue. The curb cuts for each of the existing single-family residences fronting Speedway Boulevard represent the only access points to the project site along that roadway.

4. Alternate Modes of Transportation

SunTran Route 4 runs along Speedway Boulevard and can be accessed from a stop located outside of the Casa facility. 4th Avenue and Helen Street serve north/south and east/west bicycle traffic generated by the site.

5. Major Streets and Routes

Speedway Boulevard is classified as an Arterial Street by the City of Tucson MS&R Plan and is, therefore, subject to the requirements of the MS&R Ordinance. In 1990, the City of Tucson prepared an *Alignment Study for Speedway Boulevard, Stone Avenue to Euclid Avenue*, which documented the design concept for widening the roadway to 6 lanes. A portion of the PAD lies in Speedway's future right-of-way.



Table II.D: Roadway Characteristics

Roadway	Functional Class	# Lanes	Divided	Bike Route	Bus Route	Curb & Gutter	Sidewalk	Paved	Average Daily Trips (PAG, 2007)
East Speedway Boulevard	Arterial	4 travel, 1 turn	No	No	Yes	Yes	Yes	Yes	44,000
East Helen Street	Local	2	No	Yes	No	Yes	Yes	Yes	<5,000
North 4th Avenue	Local (north of Speedway) Collector (south of Speedway)	2	No	Yes	No	Yes	Yes	Yes	<5,000 (north of Speedway) 6,000 (south of Speedway)
North 5th Avenue	Local	2	No	No	No	Yes	Yes	Yes	<5,000

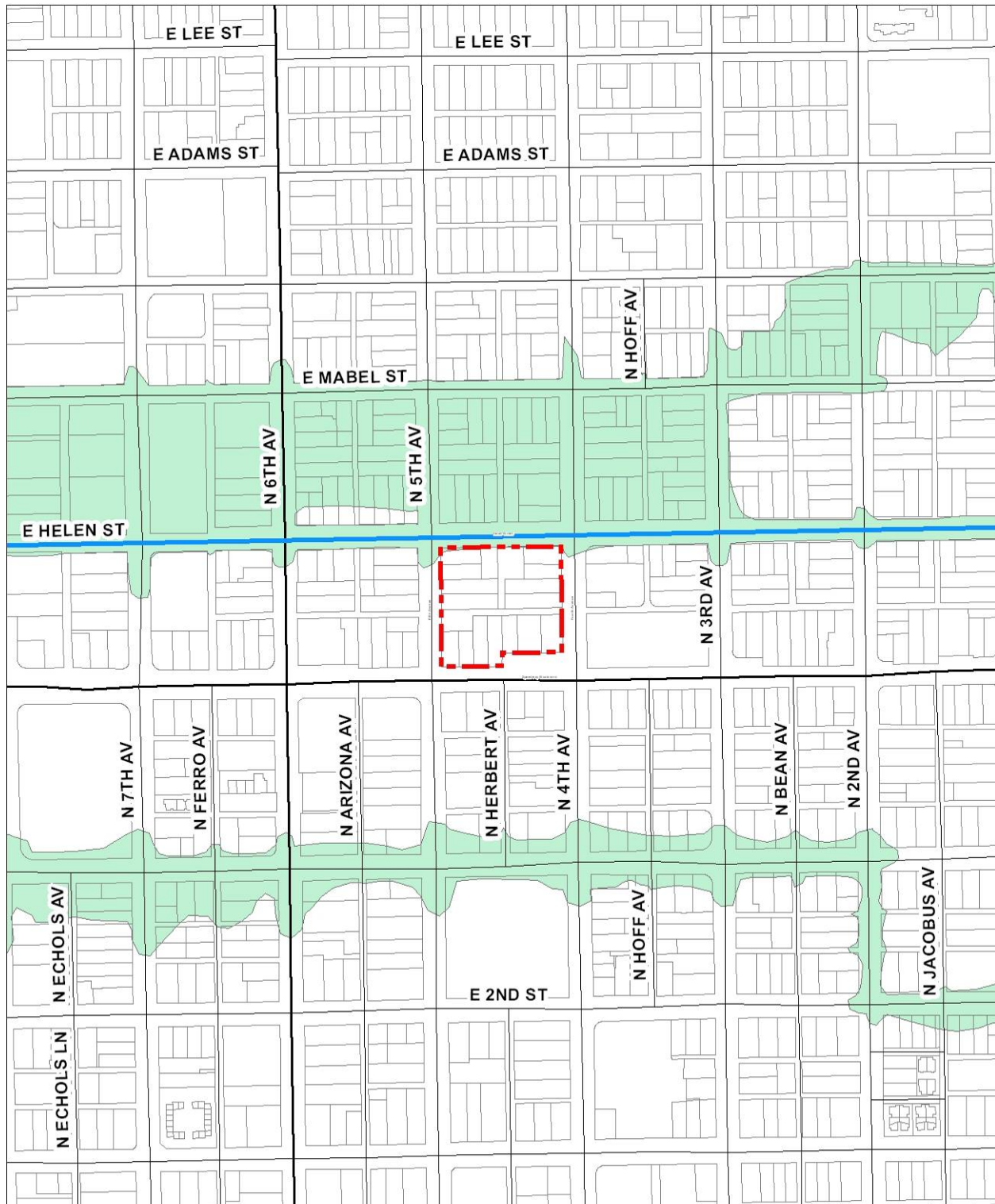
E. Existing Hydrology

A portion of the project site is located within the Mabel Street Wash floodplain that flows westward along Helen Street and serves as a constructed watershed channel. (See *Exhibit II.E: Flood Hazard Zone*, page 19.) The 100-year flow is 360 cfs; however, this is not expected to adversely affect the development of the site. There are no riparian areas associated with the floodplain.




The site is located in the Bronx Watershed, which is non-designated. Detention is not required. Because the site is greater than 1 acre, retention will be required and may be accommodated through water harvesting.



Exhibit II.E: Flood Hazard Zone



LEGEND

-  Project Boundary
-  Mabel Street Wash Floodplain
-  City of Tucson Flood Hazard Zone

Note: The site is located in the Bronx Wash Watershed.



Filename: CDN-01_zoning.mxd
Source: Pima County DOT GIS, 2010.



F. Off-Site Views

The proposed PAD District is located in a developed area, surrounded by single-family residential uses, offices, churches and day care facilities. Currently, Casa buildings vary in height from one to two stories. The site is partially visible from all sides of the property. Photos of the project site are shown on page 22 in *Exhibit II.F.2: Site Photos*. *Exhibit II.F.1: Photo Key Map* (page 21) indicates the locations from which the photos were taken.

1. Views onto the Site

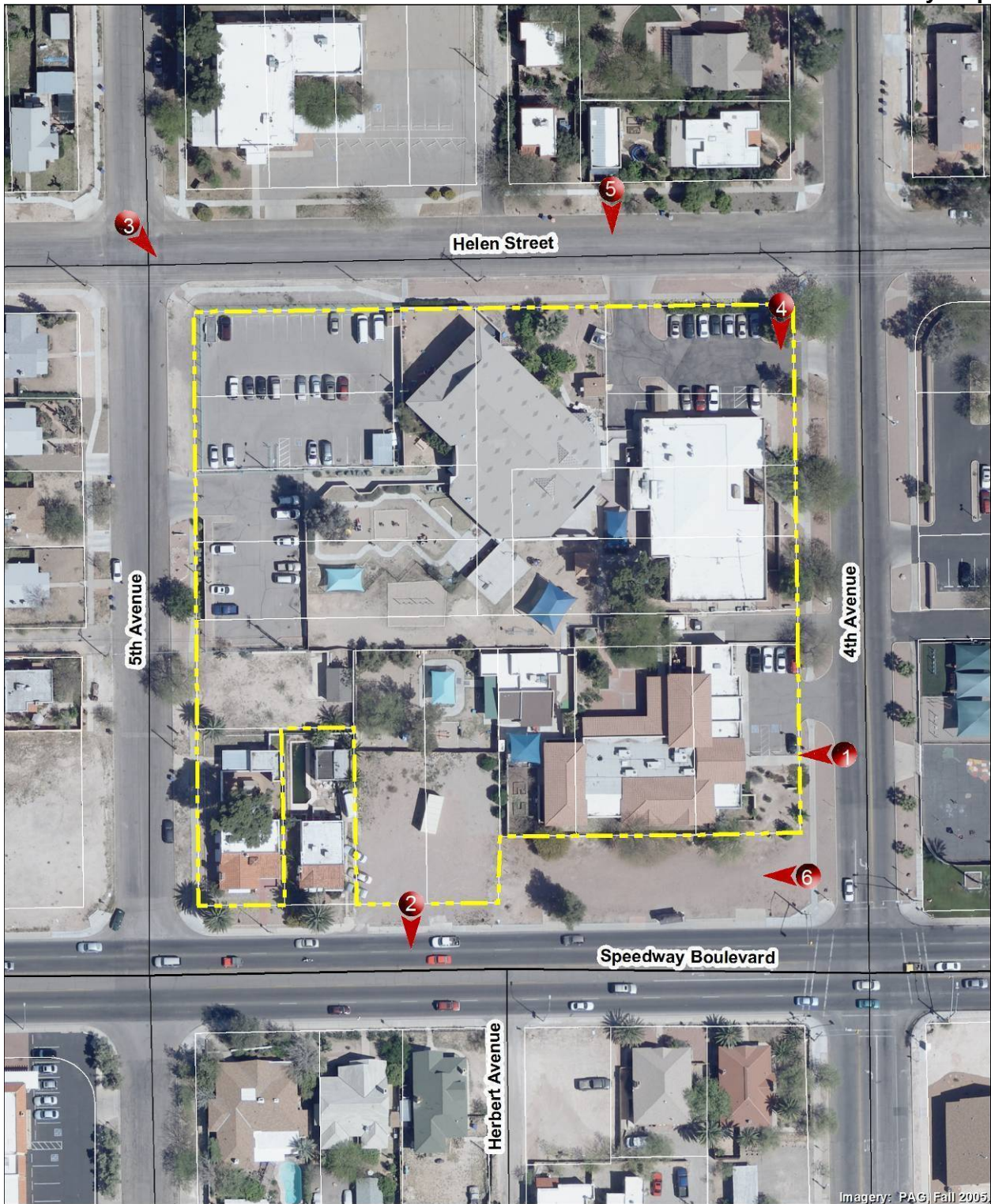
The O'Reilly and Kelsch buildings along the eastern side of the property are highly visible from 4th Avenue. The O'Reilly and Angel buildings and the parking lot in the northeast portion of the property adjacent to Helen Street are partially screened from view by landscape buffering and a masonry wall. The parking lot in the northeast corner of the property is highly visible from Helen Street and 5th Avenue, as currently only a wrought iron security fence and no landscaping exist in this area. The visitation house in the southwest corner of the property is highly visible from Speedway Boulevard and 5th Avenue.

2. Views across the Site


The PAD District is located in a developed area of the city surrounded by one and two-story structures. Views across the site of surrounding mountain ranges are predominantly obstructed.

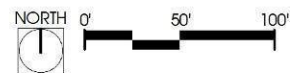


Exhibit II.F.1: Photo Key Map



LEGEND

-  Site Boundary
-  Photo ID & location photo was taken



FILE NAME: CDN-01_photokeymap.mxd
SOURCE: Pima County DOT GIS, 2009



Exhibit II.F.2: Site Photos



Photo 1: Looking at the front entrance of Kelsch from 4th Avenue.



Photo 2: Single-family bungalows along Speedway typical of the areas architecture.



Photo 3: Looking southeast from the corner of Helen and 5th avenue at a parking lot and the Angel building.



Photo 4: Looking south along the 4th Avenue sidewalk showing the O'Reilly building on the right.



Photo 5: A photo of the rear portion of the O'Reilly and Angel buildings taken from Helen Street.



Photo 6: Looking west along Speedway with the Kelsch building on the right obscured by vegetation.

Part III: Planned Area Development



A. Planning Considerations

The Casa de los Niños Planned Area Development proposes a single zoning district based on a modified O-3 Zone to allow for the reconfiguration of uses and buildings on the site and the construction of additional building square footage.

The Casa de los Niños PAD provides guidance for the expansion of services and facilities on Casa's existing campus and eliminates nonconforming uses that have developed on the campus over the years. The regulations contained within this PAD are based upon thorough analysis of:

- The organization's needs for expansion and location consolidation of services,
- The site's opportunities and constraints, and
- The campus's interface with the surrounding neighborhood.

This zoning document provides regulations relating to uses, physical character and intensity of development on the campus. All new construction within the PAD shall complement adjacent land uses, taking into consideration the principles contained within the Feldman's Neighborhood Design Manual. Where the PAD varies from the LUC or other relevant City standards, the PAD shall control. Where the PAD is silent, the LUC provisions for the O-3 zone and other relevant city standards shall control.

All existing development on the campus shall be allowed to remain until that portion of the PAD is redeveloped, at which time, that existing development shall be brought into compliance with the PAD. All development on the campus must be in compliance with the PAD by the end of construction of the total PAD area.

See *Exhibit III.A: Conceptual Site Plan*, page 25.



Exhibit III.A: Conceptual Site Plan



LEGEND

- Site Boundary
- ★ Building Entrance

Notes:

- Property Acreage: 3.45 AC
- Building Square Footage: 45,922 SF
- Parking Spaces Provided: 107 spaces
- (A) 13 spaces
- (B) 6 spaces
- (C) 53 spaces
- (D) 35 spaces
- (E) 6 spaces

PAG Imagery, Fall 2005



B. Permitted and Excluded Uses

Permitted uses within the PAD shall include all those permitted by LUC Section 2.4.3 under O-3 zoning. Special Exception Land Uses, as provided for in O-3, shall be deemed Permitted Land Uses for the purposes of this PAD. These permitted uses are subject to the performance criteria and development standards included within this PAD and are exempt from all performance criteria listed in the *Land Use Code*.

C. Development Standards

1. Site Development

Table III.C.1: Development Standards

Minimum Site Area	None (See Appendix A: PAD Acreage Waiver)
Maximum FAR	0.5
Maximum Lot Coverage	None
Maximum Building Height	35 feet
Minimum Perimeter Yard	<ul style="list-style-type: none"> • Zero lot line permitted adjacent to Speedway Boulevard (measured from future right-of-way line). • 10 feet adjacent to 4th Avenue, 5th Avenue and Helen Street.
Minimum Building Separation	Per Building Code

2. Interior Lot Lines/Parcels

The PAD district shall be considered a single parcel for the purposes of setbacks, buffers and other development standards. All new structures and other development within the PAD shall conform to the applicable City building, fire and other life/safety standards.

In order to allow for construction across parcel lines within the PAD, Casa shall enter into the City’s form of “Covenant Regarding Development and Use of Real Property”, which will covenant, condition and restrict all future use and development of those parcels within the PAD owned or controlled by Casa de los Niños so as to treat such parcels as a single lot solely for the purpose of compliance with applicable development regulations.



3. Vehicular Use Areas

The minimum width of parking area access lanes (PAALs) within the Casa campus is 20 feet for two-way traffic.

The following parking requirements (*Table III.C.2*) are based upon calculations of proposed land uses, taking into consideration the unique nature of Casa, its programs and hours of operation. (*Exhibit III.A: Conceptual Site Plan* has been provided for conceptual purposes only; the final building footprints and parking configuration may vary somewhat from this layout.)

Table III.C.2: Parking Requirements

PAD Use	Ratio
Shelter	1:3 beds
Office	1:350 square feet
Visitation House	1:400 square feet
Secondary and accessory uses (including the pre-school and storage facility) shall not be required to provide parking.	

Parking along the east side of the 5th Avenue right-of-way shall be permitted, and spaces within the right-of-way may be counted toward Casa’s parking requirements. The configuration will be determined in cooperation with TDOT at time of development plan.

Accessible parking will be provided throughout the Casa campus in accordance with accessible requirements from the 2006 IBC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Accessible spaces, including “van accessible” spaces, will connect to the accessible route as required. Accessible parking will be spread throughout the site to make it convenient for those who are physically disabled to park in close proximity to Casa’s facilities.

Alternative sustainable materials may be used in the construction of parking lots to lessen the heat island effect, subject to approval by the City of Tucson.

4. Bicycle Parking

Class 1 bicycle parking for employees shall be provided at a minimum ratio of two (2) per building (excluding the pre-school, storage facility and other secondary or accessory structures). These facilities may be placed within each building (e.g. office or storage rooms), centrally located on the campus (such as



within the storage building), or they may be placed outdoors and distributed throughout the site.

A minimum of four (4) bicycle parking spaces (Class 2) shall be provided for each building (excluding the pre-school, storage facility and other secondary or accessory structures). The bicycle parking spaces shall be located near each building's primary entrance or, in the case of the shelter buildings, near the security gate or visitor parking area.

5. Sidewalks

Sidewalks and pedestrian routes shall comply with accessibility standards per 2006 IBC Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Accessibility routes from new and modified buildings to the public right-of-way will be marked in compliance with the code.

All sidewalks required for new development or redevelopment within the PAD shall measure a minimum of five (5) feet in width. A minimum separation of zero (0) feet between a sidewalk and a building is permitted.

All requirements of this section will be met by the time the last building is completed and prior to issuance of a certificate of occupancy.

6. Building Accessibility

All existing structures that are currently not accessible will remain as is until the structure is modified or renovated. All improvements will comply with accessible code standards for curb ramps, sidewalks, detectable warnings and marked crosswalks. All development within the PAD will comply with accessibility requirements by adhering to the 2006 IBC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition by the time the last building is completed and prior to issuance of a certificate of occupancy.



7. Loading Zones and Solid Waste Disposal

Loading zones and trash receptacles will be provided in three areas within the Casa PAD:

1. Located between the Kelsch and O'Reilly buildings; will continue to serve the Kelsch facility
2. Located north of O'Reilly, will support the two shelter buildings
3. Located at the corner of Speedway Boulevard and 5th Avenue to serve the new office building

Recycling containers will be centrally located on the campus alongside the trash receptacles between the Kelsch and O'Reilly Buildings, accessible from 4th Avenue. Trash and recycling removal service will continue to be contracted through the City of Tucson or other private service provider.

All required semi-truck loading shall occur at one of the two existing 11 feet x 35 feet zones, one of which is located at the northeast portion of the PAD between the Angel and O'Reilly Buildings with access from Helen Street. The second existing loading/trash/recycling zone is accessible from 4th Avenue and is situated between the O'Reilly and Kelsch Buildings; maneuvering onto 4th Avenue to access this trash/loading zone shall be permitted to continue.

The new office building proposed for location at Speedway Boulevard and 5th Avenue shall provide one loading zone that measures 10 feet x 18 feet. This loading zone must be provided in addition to the required vehicular parking spaces.

No other loading zones shall be required in this PAD. Loading zones, recycle containers and trash receptacles may have shared access within the PAD.

8. Historic Preservation

Included within the PAD boundary are two structures adjacent to Speedway Boulevard that are among nearly 490 properties (out of approximately 600) cited in the Inventory of the Contributing Properties to the Feldman's National Register Historic District as contributing to the historic significance and visual character of the district.

Both structures are located within the future right-of-way for Speedway Boulevard, per the City of Tucson Major Streets and Routes Plan. The structure at 301 E. Speedway will remain until such time as Speedway widening occurs. Casa will enter into an agreement with the City of Tucson to continue the use of this structure should the right-of-way be dedicated prior to roadway widening.



The City of Tucson Historic Preservation Office supports the removal of the existing structure with the current address of 307 E. Speedway Boulevard at the time a new building is constructed onsite. An evaluation of the structure at 307 E. Speedway will be conducted to determine whether or not it is financially feasible to rehabilitate the structure so it may be utilized for Casa operations. Other factors Casa and its consultants will consider in their evaluation include, but are not limited to:

- The potential loss of developable area, building square footage or parking that Casa requires to accommodate their current and future needs;
- The ramifications of constructing a new building adjacent to the existing structure, such as accommodating building/fire codes and engineering requirements and/or safety regulations that may be related to the existing structure's basement or other feature;
- The potential use of the existing structure until such time as Speedway is widened; and
- The maintenance costs, responsibilities and liabilities associated with allowing the structure to remain.

While every reasonable effort will be made to keep the existing structure at 307 E. Speedway Boulevard, Casa retains the right to have it removed if keeping the structure is deemed infeasible for whatever reason or proves to be a hardship to Casa. If and when a decision is made to remove the structure, the City of Tucson, other organization or individual(s) may relocate the structure or salvage materials from the building prior to demolition at their own expense. A copy of the evaluation will be provided to the City of Tucson Historic Preservation Office prior to demolition permit application to demonstrate a good faith effort was made in considering the options and costs associated with preserving the historic structure.

The structure at 307 E. Speedway, if rehabilitated, will remain until such time as the Speedway widening occurs. Casa will enter into an agreement with the City of Tucson to continue the use of this structure should the right-of-way be dedicated prior to roadway widening.

D. Landscape Program

The proposed landscape program for Casa de los Niños consists of two areas: streetscape and internal landscape.

1. Streetscape

Streetscapes will foster Safe-by-Design principles in order to minimize any unsafe situations, such as "hiding places" or lack of visual access to pedestrian



circulation routes. The streetscape treatments will respect the existing conditions and uses of the adjacent streets and properties in terms of plant species selection and location.

a. Zone 1

The streetscape area along Speedway Boulevard contains minimal parking screening requirements. The existing and proposed buildings will limit visual access into the campus from Speedway. (See Streetscape Zone 1 in *Exhibit III.D: Landscape Program*, page 32) (See also Section D.3: Landscape Requirements).

b. Zone 2

The streetscape area along 4th Avenue, Helen Street and 5th Avenue will provide a balance of visual screening and buffering and visual access. Where applicable, views from adjacent properties and streets will be screened to minimize the visual impact of parking areas. (See Streetscape Zone 2 in *Exhibit III.D: Landscape Program*, page 32.) This will occur predominately along 5th Avenue, Helen Street and 4th Avenue. (See also Section D.3: Landscape Requirements).

2. Internal Landscape

As indicated on *Exhibit III.D: Landscape Program* (page 32), the internal landscape area is divided into four main landscape zones:

- The Campus Entrance Zone will provide visual cues to help identify the major campus entrance to campus visitors. This zone will feature bold accent plants to create visual interest to the campus entrance.
- The Courtyard Zone will remain largely unchanged and continue to function as the major outdoor space for the campus. The Courtyard Zone features shady areas and smaller-scale plants with fewer thorns near pedestrian areas.
- Play Zones will be designed to foster a safe and creative outdoor atmosphere for children with thorn-free shade trees and plants that grow low to the ground so as not to obstruct the visibility of the children.
- Landscape within the Parking Zone will be designed and planned with two goals in mind: efficient and safe circulation and urban heat island mitigation. As such, large shade trees will be the predominant plant in these zones.



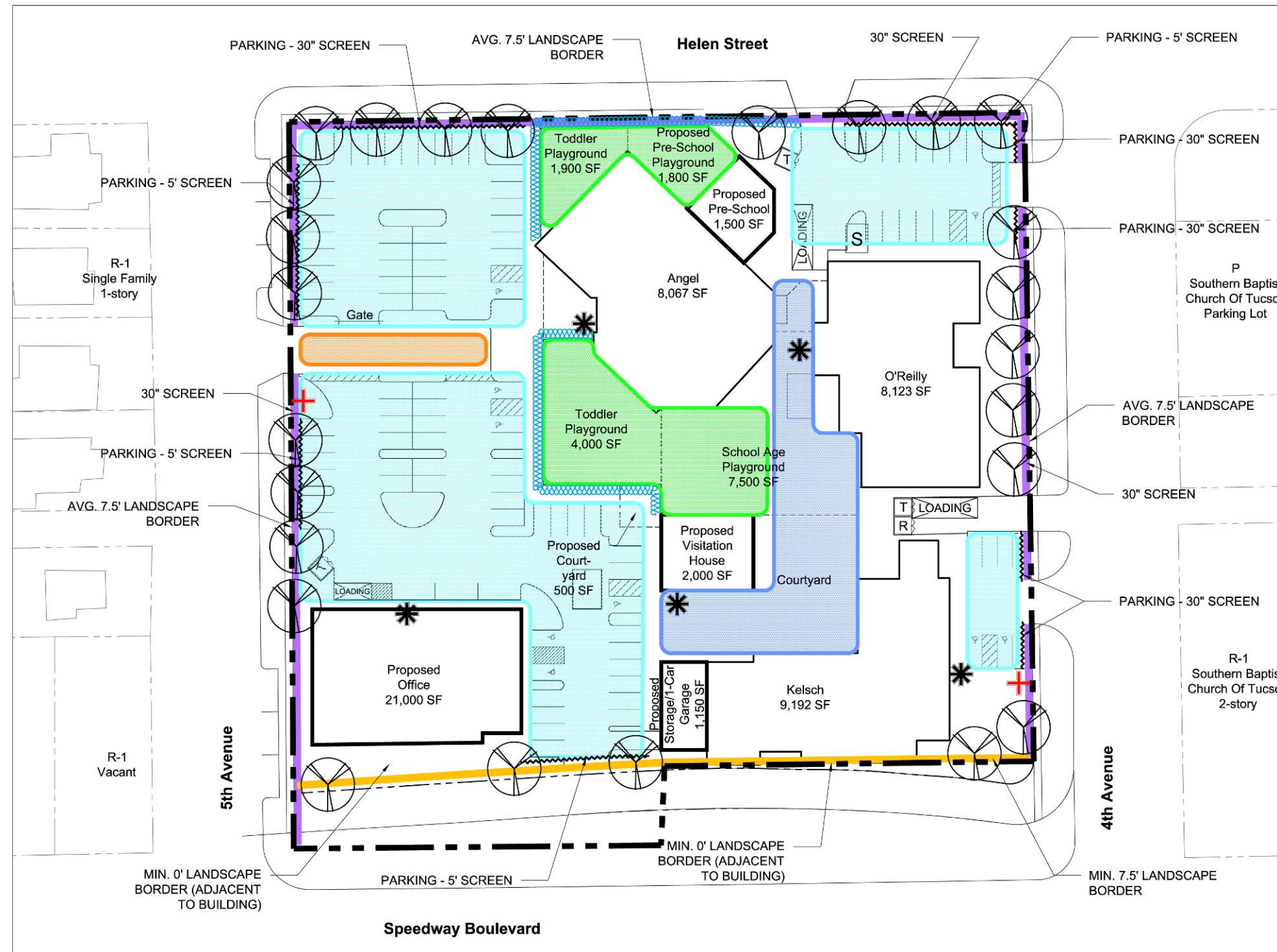
3. Landscape Requirements

In lieu of the provisions outlined in Land Use Code Section 3.7.2.4 (Landscape Borders) and Section 3.7.3.2 (Screening Requirements, Location), the following standards shall be met within the Casa PAD:

- Low-water-use plant material shall be utilized within the PAD.
- Canopy shade trees shall be provided at a ratio of one tree per 4 parking spaces. Canopy trees located in the streetscape border may count toward the tree requirements in the parking area when adjacent to parking lot. Shade structures with industry recognized cool roofing material and/or solar panels are allowed as a substitute for trees if contributing toward 50 percent coverage of parking spaces.
- Street landscape borders will vary in width. An-average 7.5-foot wide streetscape border is required along the Helen Street, 4th Avenue and 5th Avenue boundaries.
- Mirroring the location of the existing (Kelsch) building at the corner of Speedway Boulevard and 4th Avenue, a zero lot line is proposed along Speedway for the new building at the southwest corner of the site. No landscape border is required between the buildings and the Speedway right-of-way; however, a minimum 7.5-foot wide street landscape border will be provided along the remainder of the Speedway Boulevard frontage. A license agreement may be sought with the City of Tucson Department of Transportation to accommodate landscaping in the right-of-way.
- New landscape screen walls greater than 5 feet in height and 300 feet in length will be designed with a varied wall alignment (jog, curve, notch, setback, etc.) This designed element will provide visual interest and opportunities to cluster trees next to neighborhood sidewalks, providing shade and greater pedestrian comfort during summer months.
- Trees shall be provided in the streetscape borders in accordance with the plan shown in Exhibit III.D: Landscape Program, which takes into account existing site constraints, including narrow landscape border widths near existing buildings and parking areas. A license agreement may be sought with the City of Tucson Department of Transportation to preserve existing street trees and to accommodate additional trees in the right-of-way.
- A minimum of 50 percent of the area of the street landscape border must be covered with shrubs or vegetative ground cover.
- Any new, or repaved, parking lot and/or new facility/structure will comply with Municipal Code Article VIII. Rainwater Collection and Distribution Requirements and Development Standard 10-03.0, Commercial Rainwater Harvesting.



Exhibit III.D: Landscape Program



LEGEND

- — — — — SITE BOUNDARY
- - - - - ADJACENT PARCELS
- — — — — EXISTING BUILDINGS (TO REMAIN)
- — — — — PROPOSED BUILDINGS

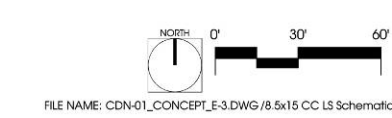
PERIMETER AREAS

- — — — — STREETScape ZONE 1
- — — — — STREETScape ZONE 2

INTERNAL LANDSCAPE AREAS

- — — — — CAMPUS ENTRANCE ZONE
- — — — — COURTYARD ZONE
- — — — — PLAY ZONE
- — — — — PARKING ZONE

- ~ ~ ~ ~ ~ PARKING SCREEN
- * ENTRANCE
- + SIGN
- — — — — 5' OPAQUE WALL
- ⊙ STREET TREE



E. Conservation Standards

The Casa de los Niños conservation efforts can be divided into three main categories: Preservation, Water Harvesting and Heat Island Mitigation.

To the greatest extent practical, existing and mature vegetation at Casa de los Niños will be preserved in place so as to maintain continuity of the landscape program and provide a basis to the new proposed vegetation.

Water harvesting techniques will be implemented in all areas of new development, and to the extent practical, rainwater will be directed toward existing vegetation in an attempt to augment and minimize the application of irrigation water.

Approximately 1/3 of the site will consist of parking areas. The planting and maintenance of large shade trees in these areas will help to minimize the negative effects of stored and reflected heat off parking surfaces, thereby mitigating, to the extent practical, the urban heat island effect. Alternative sustainable materials may be used in the construction of parking lots to lessen the heat island effect, subject to approval by the City of Tucson.

F. Circulation Plan

A traffic statement was prepared for Casa de los Niños by Kimley-Horn and Associates in September 2009, which summarizes the existing traffic and circulation conditions, as well as provides recommendations regarding future conditions. A copy of the Traffic Statement prepared for Casa de los Niños shall be submitted with all future development plans associated with this PAD. (The traffic statement is included in this PAD as Appendix B.) The following summarize the traffic statement recommendations:

- Access to the site and parking lot configurations will largely remain the same except for the removal of the existing access along Speedway Boulevard and consolidation of several driveways along 5th Avenue.
- The City of Tucson prepared an *Alignment Study for Speedway Boulevard, Stone Avenue to Euclid Avenue* in September 1990 documenting a design concept for widening to 6 lanes, but the study has not continued.

Nonetheless, the City of Tucson Department of Transportation requires the dedication of right-of-way along Speedway in accordance with this Alignment Study. As shown on *Exhibit III.A: Conceptual Site Plan* (page 25), there are two structures at the corner of 5th Street and Speedway Boulevard located in the future right-of-way. New development within the PAD will occur up to the property line; the right-of-way will be dedicated to the City of Tucson and these two structures will be removed at time of development plan.



The widening of Speedway Boulevard will not be constructed within the next 20 years, but all proposed buildings within the proposed PAD need to be located outside the limits of right-of-way as depicted in the Alignment Study (R-90-12). All existing buildings within the future right-of-way will be demolished, removed, or relocated at the time of construction, but prior to construction the Department of Transportation has no objections to the continued operations of these existing facilities. In the event the owner wishes the existing facilities to remain in operation then The Department of Transportation will prepare for recording and the owner will grant a Covenant for Future Dedication in-lieu of right-of-way dedication during the time of development planning. The Covenant for Future Dedication shall be in the form as shown in Appendix C or as otherwise mutually agreed by the parties and shall require the owner to dedicate the future right-of-way at no cost to the City within 30 days after a written request by the City has been provided to the owner. This request will be made in the months leading up to the widening of Speedway Boulevard.

- The additional building space will generate approximately 25 trips during the AM and PM peak hours. As the new uses will replace several existing uses, the net trip generation (new uses minus existing uses) will be less than the 25 trips per hour.
- Traffic operations at the site driveways were not evaluated as the adjacent roadways which provide access function as local streets and experience less than 6,000 vehicles per day. The project proposal eliminates the existing driveway onto Speedway Boulevard, which eliminates all access onto the Urban Principal Arterial. If in the future access to Speedway is desired, development will be limited to one right-in/right-out access drive.
- The intersections of 4th Avenue and 5th Avenue with Speedway Boulevard are anticipated to operate at similar levels of service as existing since the planned development does not add significant turning volumes. As such, no off-site improvements are recommended.

Development of this project will include the installation of a sidewalk along 5th Avenue, adjacent to the northerly portion of the site. Any relocation, modification, etc. of existing utilities and/or public improvements necessitated by the proposed development will be at no expense to the public.

G. Wastewater

The owner/developer shall obtain written documentation from the Pima County Regional Wastewater Reclamation Department (PCRWRD) that treatment and conveyance capacity is available for any development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and/or conveyance capacity not be available at that time, the owner/development shall have the option of funding, designing and constructing the necessary improvements to Pima County's public



sewerage system at this or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directly by the PCRWRD.

H. Design Review

The Casa de los Niños Building Committee (an existing body appointed by Casa's Board of Directors) will review all plans for future development and redevelopment on the Casa campus for compliance with the regulations and guidelines contained within this PAD, including the applicable portions of the Feldman's Neighborhood Design Manual (listed on page 8 of this PAD). One representative from Feldman's Neighborhood Association (appointed by the Feldman Neighborhood Association Board) will be invited to participate in this review, which shall include all development, landscape and architectural plans. Through a self-certification process, the Committee will provide a letter of approval to the City at the time of plan submittal.

I. Interpretations and Amendments

1. Interpretation

The regulations and guidelines provided within this PAD supersede existing regulations within the City of Tucson Land Use Code and Development Standards. If an issue arises regarding definitions, conditions, standards and/or situations not addressed in this PAD, those in the LUC, Development Standards or other COT regulations shall prevail, as interpreted by the COT Zoning Administrator.

2. Amendments

Amendments to this PAD may be necessary over time to respond to the changing needs of this organization. Non-substantial changes to the PAD shall be approved pursuant to LUC Section 2.6.3.11.B.5. Non-substantial changes include the following:

- Modifications to the permitted and secondary uses that do not change the overall intent of the PAD.
- Modifications to tax code parcel boundaries, including changes to interior boundaries or combining parcels, except that changes to the PAD perimeter boundary may not be considered a minor amendment or non-substantial change to the PAD.
- Modifications to the proposed site plan provided the Development Standards set forth in the PAD are maintained.
- Any other items not expressly defined as substantial based on LUC Section 2.6.3.11.B.3.

Substantial changes (as defined in LUC Section 2.6.3.11.B.3), are subject to the amendment process outlined in LUC Section 2.6.3.11.B.4.



Appendix A



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June 17, 2009

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CITY CLERK

Subject: Zoning: Casa de los Niños for PAD-20, Waiver of Minimum Acreage Requirement for PAD District

Please be advised that at the regular meeting of June 16, 2009, the Mayor and Council voted 7 to 0 to authorize a Planned Area Development District (PAD) for the 3.3-acre site at the northwest corner of 4th Avenue and Speedway Boulevard.

If you have any questions regarding this matter, please contact the Development Services Department at 791-5550.

Sincerely,


 Roger W. Randolph
City Clerk

RWR:CF:dsc
PAD

The Planning Center
Attention: Robin Large
110 S. Church, Ste 6320
Tucson, AZ 85701

cc: City Manager
Development Services Department
Engineering Division
Real Estate
Traffic Engineering



Appendix B



TRAFFIC STATEMENT

for

**Casa de los Ninos
Planned Area Development (PAD)
in Tucson, Arizona**

September 2009

Prepared for:

**Casa de los Ninos
1011 N. Fourth Avenue
Tucson Arizona, 85705**

Prepared by:



Kimley-Horn
and Associates, Inc.

2210 E. Fort Lowell Road, Suite 200
Tucson, Arizona 85719
(520) 615-9191





TABLE OF CONTENTS

TRAFFIC STATEMENT	1
INTRODUCTION	1
EXISTING SITE	1
PROPOSED IMPROVEMENTS.....	1
ADJACENT LAND USE	1
EXISTING ROADWAY CONDITIONS.....	4
TRAFFIC VOLUMES.....	4
TRAFFIC OPERATIONS	6
SITE TRAFFIC FORECASTS	7
<i>Trip Generation</i>	7
LEVEL OF SERVICE ANALYSIS.....	7
CONCLUSIONS AND RECOMMENDATIONS	8
APPENDIX	9





LIST OF EXHIBITS

EXHIBIT 1 – EXISTING SITE USES2
EXHIBIT 2 – PROPOSED DEVELOPMENT3
EXHIBIT 3 – EXISTING (2009) CONDITIONS5
EXHIBIT 4 – EXISTING LEVEL OF SERVICE (2009)6
EXHIBIT 5 – TRIP GENERATION7





TRAFFIC STATEMENT

INTRODUCTION

This traffic statement documents the general transportation conditions surrounding the existing Casa de los Ninos property and identifies any significant changes anticipated from the redevelopment of the site. Casa de los Ninos currently occupies the northwest corner of Speedway Boulevard and 4th Avenue in the City of Tucson, Arizona. The proposed additional development is planned to consist of approximately 16,000 square feet of building space and the removal of several smaller existing uses. The specific objectives of this analysis are to:

- Document existing (2009) conditions surrounding the site, including readily available traffic data;
- Identify any significant changes in site generated traffic related to the new buildings; and
- Recommend any necessary improvements to the existing and/or planned driveways.

EXISTING SITE

Casa de los Ninos offers a variety of programs designed to prevent child abuse and to care for children who have already been abused. The existing operations / property is located at the northwest corner of Speedway Boulevard and 4th Avenue in the City of Tucson. The site is bounded by 4th Avenue, Speedway Boulevard, 5th Avenue, and Helen Street. The site, approximately 3.4 acres, consists of three larger buildings surrounded by smaller uses. The three larger buildings are as follows: Kelsch building is 9,192 square feet of administrative uses, the Angel building is 8,067 square feet of shelter uses, and the O'Reilly building is 8,123 square feet of shelter uses. There are three additional buildings that are each under 2,000 square feet that provide space for pre-school, visitation, and residential uses. Playground equipment, courtyard open space, and parking lots make up the remainder of the site. A graphical layout of existing conditions is shown in **Exhibit 1**.

PROPOSED IMPROVEMENTS

The proposed development consists of replacing all of the smaller buildings (pre-school, visitation house, and residential house) with one larger building. The proposed building will be 12,600 square feet in size and will be located in the southwest corner of the property. In addition, the Kelsch building will be expanded by 3,820 square feet. Access to the site and parking lot configurations will remain the same along 4th Avenue and Helen Street. Existing access points along Speedway Boulevard will be removed and those along 5th Avenue will be consolidated and/or removed. In total, there will be two parking lot driveways along 4th Avenue, one along Helen Street, and one along 5th Avenue. The site layout is illustrated in **Exhibit 2**.

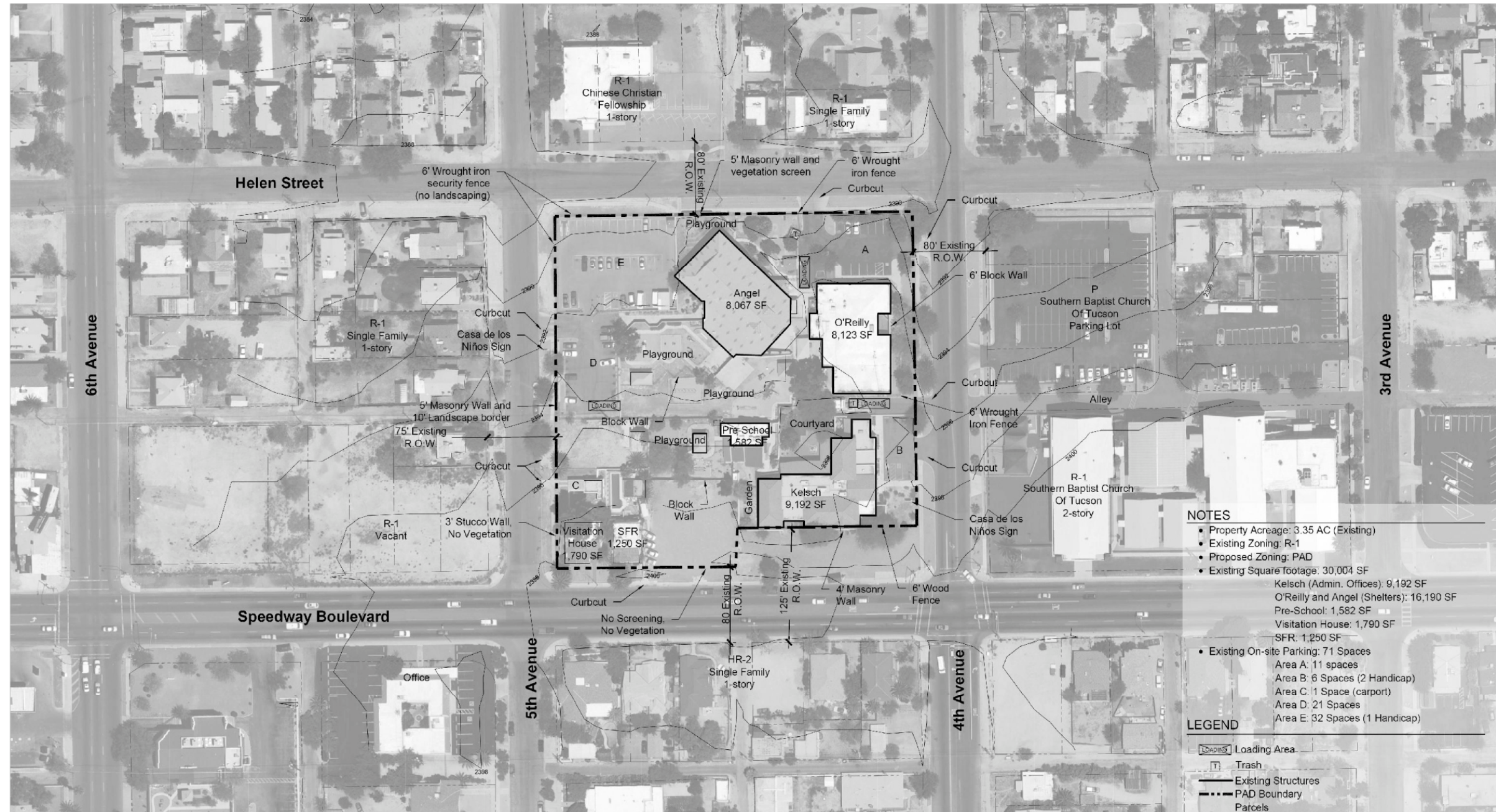
ADJACENT LAND USE

The surrounding parcels are all privately owned and relatively low-density. First Southern Baptist Church of Tucson is located just to the east and the Chinese Christian Fellowship is located just to the north. Other land uses on the north side of Speedway Boulevard are primarily single-family residential and all property is zoned R-1. South of Speedway Boulevard, most property is zoned HR-2. Properties are mostly single-family residential with the exception of 2-3 office building located near 5th Avenue.





Existing Site Uses



- NOTES**
- Property Acreage: 3.35 AC (Existing)
 - Existing Zoning: R-1
 - Proposed Zoning: PAD
 - Existing Square Footage: 30,004 SF
 - Kelsch (Admin. Offices): 9,192 SF
 - O'Reilly and Angel (Shelters): 16,190 SF
 - Pre-School: 1,582 SF
 - Visitation House: 1,790 SF
 - SFR: 1,250 SF
 - Existing On-site Parking: 71 Spaces
 - Area A: 11 spaces
 - Area B: 6 Spaces (2 Handicap)
 - Area C: 1 Space (carport)
 - Area D: 21 Spaces
 - Area E: 32 Spaces (1 Handicap)

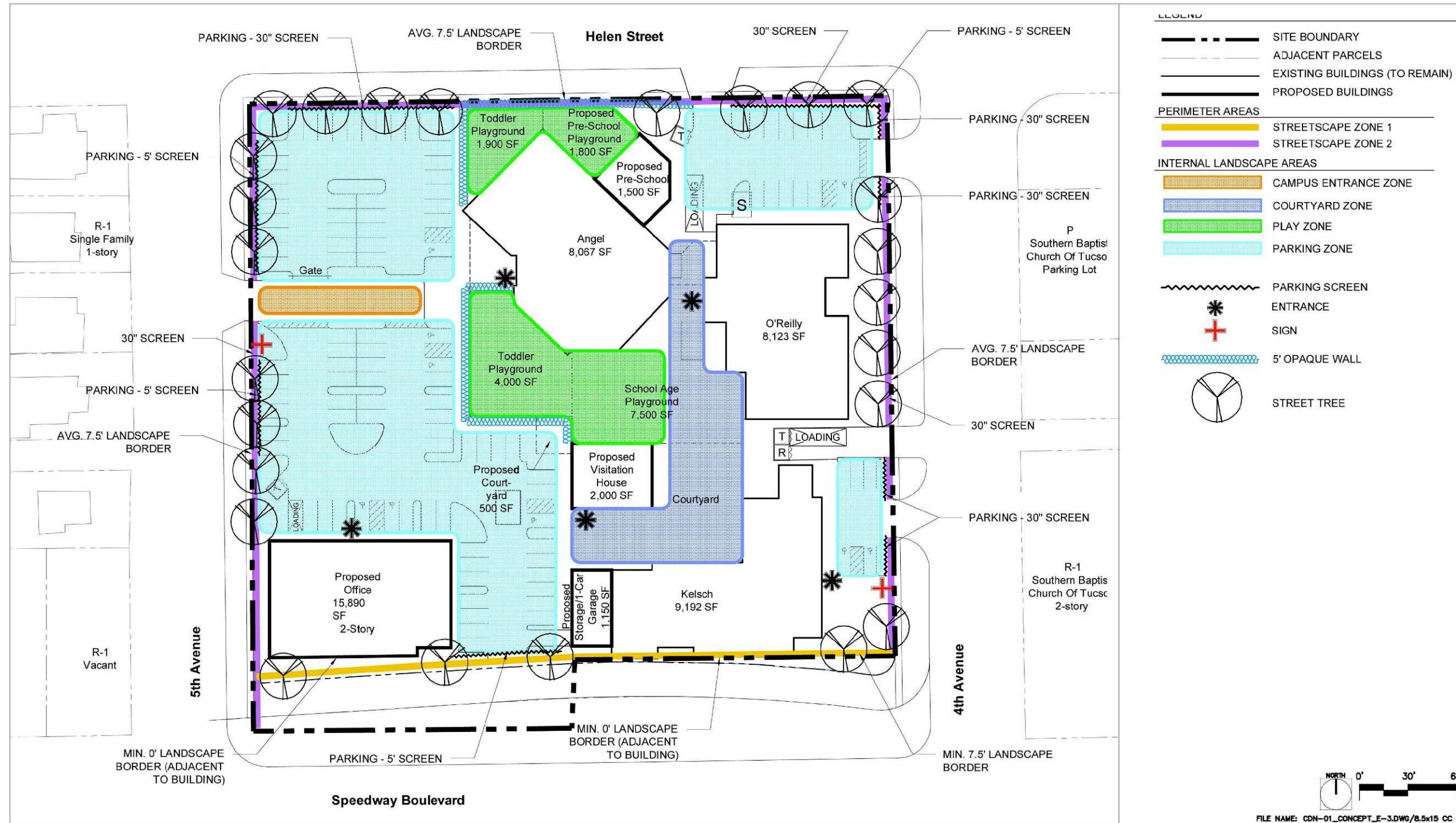
- LEGEND**
- Loading Area
 - Trash
 - Existing Structures
 - PAD Boundary
 - Parcels

Traffic Statement for Casa de los Ninos

Exhibit 1



Proposed Development





EXISTING ROADWAY CONDITIONS

Speedway Boulevard is the main roadway within the study area. Based on the Federal Highway Administration’s Functional Classification for Pima County, Speedway Boulevard is classified as an Urban Principal Arterial. Speedway Boulevard is also classified as an “Arterial Street” according to the City of Tucson Major Streets and Routes Plan. In the vicinity of the site, Speedway Boulevard provides two-lanes in each direction with a center left-turn lane. Curb and sidewalks are provided on both sides of the road. The current posted speed limit is 35 mph.

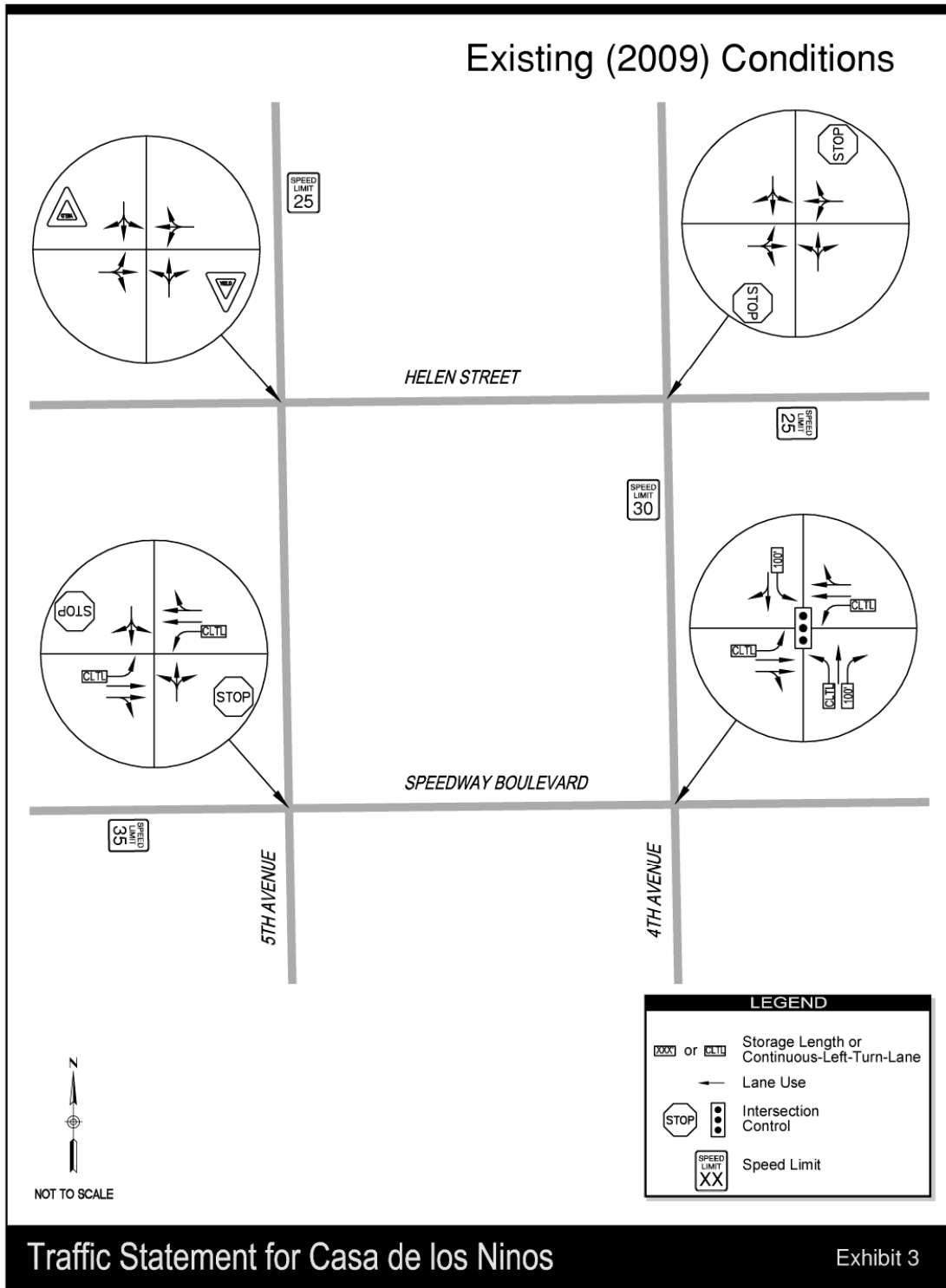
The secondary roadways include 4th Avenue, 5th Avenue, and Helen Street. With the exception of 4th Avenue, the above streets are considered local streets as they are unclassified within the Federal Highway Functional Classification. Currently 4th Avenue is unclassified north of Speedway Boulevard but classified as an Urban Collector south of Speedway Boulevard. All above roadways provide one lane in each direction. Helen Street and 5th Avenue are posted at 25 mph and 4th Avenue is posted at 30 mph.

A graphical illustration of existing intersection laneage, traffic control, and posted speed limits in the vicinity of the planned development is shown in **Exhibit 3**.

TRAFFIC VOLUMES

Data collection for traffic volumes was limited to available information from Pima Association of Governments (PAG). Based on the 2007 Map of Traffic Volumes in Metropolitan Tucson and Eastern Pima County, Speedway Boulevard currently experiences 44,000 vehicles per day. The segment of 4th Avenue south of Speedway Boulevard is shown to experience 6,000 vehicles per day. All other roadway segments are unlisted but assumed to be less than 5,000 vehicles per day.







TRAFFIC OPERATIONS

Existing roadway capacity analysis was completed for the study area roadways based on the available traffic data. Capacity values were obtained from the 2002 *Quality / Level of Service Handbook* developed by the State of Florida Department of Transportation. Results of the analysis are shown in **Exhibit 4**.

Exhibit 4 – Existing Level of Service (2009)

Roadway	Daily Traffic Volumes (veh/day)	Capacity (veh/day)	Level of Service
Speedway Boulevard	44,000	31,255	F
4th Avenue	6,000	12,600	D
5th Avenue	< 5,000	12,600	C or better
Helen Street	< 5,000	12,600	C or better

As shown in Exhibit 4, all study area roadway segments are operating at acceptable levels of service (LOS D or better) with the exception of Speedway Boulevard. Speedway Boulevard is currently a 4-lane roadway with a center left-turn lane in the vicinity of the site but transitions to a 6-lane divided roadway to the east (east of Euclid Avenue) and to the west (west of Stone Avenue). As such, the segment of Speedway Boulevard adjacent to the site experiences traffic volumes in the range of a typical 6-lane facility. The City of Tucson prepared an *Alignment Study for Speedway Boulevard, Stone Avenue to Euclid Avenue* in September 1990 documenting a design concept for widening to 6-lanes but the study has not continued.





SITE TRAFFIC FORECASTS

Trip Generation

The Institute of Transportation Engineers’ *Trip Generation, 8th Edition*, was used to obtain daily and peak hour trip generation rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the additional buildings planned on site. Trip generation characteristics of the site based on the proposed addition of 16,420 square feet of building space are shown in **Exhibit 5**.

Exhibit 5 – Trip Generation

Land Use	Intensity	Units	Daily Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
General Office Building	16	1000 SF	181	22	3	25	4	20	24
TOTAL			181	22	3	25	4	20	24

General Office Building
 ITE 8th Edition: 710 0
 Daily T = 11.01*(1000's of SF) 50% In 50% Out
 AM Peak Hour T = 1.55*(1000's of SF) 88% In 12% Out
 PM Peak Hour T = 1.49*(1000's of SF) 17% In 83% Out

As shown in Exhibit 5, the proposed additional buildings will generate approximately 25 trips in the peak hours. This volume is relatively small and is less than the 100 trips in a peak hour that requires a Traffic Impact Analysis. It should also be noted that the proposed 16,420 square feet of building space will occupy land that currently has other uses and the net trip generation (new uses minus existing uses) will be less than the 25 trips per hour.

LEVEL OF SERVICE ANALYSIS

Traffic operations at the site driveways were not evaluated as the adjacent roadways which provide access function as local streets and experience less than 6,000 vehicles per day. The primary roadway within the study is Speedway Boulevard which is currently over capacity and operating at a Level of Service F. The planned development will eliminate the existing driveway onto Speedway Boulevard which will eliminate all access onto the Urban Principal Arterial.

The intersections of 4th Avenue and 5th Avenue with Speedway Boulevard are anticipated to operate at similar levels of service as existing since the planned development does not add significant turning volumes. As such, no off-site improvements are recommended to accommodate the building expansion.





CONCLUSIONS AND RECOMMENDATIONS

This analysis has provided an overview of the Casa de los Niños development on the northwest corner of Speedway Boulevard and 4th Avenue in the City of Tucson, Arizona. Following are the major conclusions of this analysis:

- The Casa de los Niños site is bounded by 4th Avenue, Speedway Boulevard, 5th Avenue, and Helen Street. The existing site consists of three larger buildings surrounded by smaller uses. Driveway access is currently provided via all surrounding roadways.
- The proposed redevelopment will replace several smaller buildings (pre-school, visitation house, and residential house) with a single 12,600 square-foot building. In addition, the Kelsch building will be expanded by 3,820 square feet. Access to the site and parking lot configurations will largely remain the same except for the removal of the existing access along Speedway Boulevard and consolidation of several driveways along 5th Avenue
- The additional building space will generate approximately 25 trips during the AM and PM peak hours. As the new uses will replace several existing uses, the net trip generation (new uses minus existing uses) will be less than the 25 trips per hour.
- All study area roadway segments currently operate at acceptable levels of service (LOS D or better) with the exception of Speedway Boulevard. Speedway Boulevard is currently operating at LOS F since it provides only two lanes in each direction. The City of Tucson prepared an *Alignment Study for Speedway Boulevard, Stone Avenue to Euclid Avenue* in September 1990 documenting a design concept for widening to 6-lanes but the study has not continued.
- Traffic operations at the site driveways were not evaluated as the adjacent roadways which provide access function as local streets and experience less than 6,000 vehicles per day. The development will eliminate the existing driveway onto Speedway Boulevard which will eliminate all access onto the Urban Principal Arterial.
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Appendix C



COVENANT FOR FUTURE DEDICATION

THIS COVENANT is made and entered into this _____ day of _____, 20____ by and between the City of Tucson, a municipal corporation, hereinafter the "City", and _____, hereinafter the "Owner".

WHEREAS, the Owner is the holder of legal title to certain real property, more particularly described in Exhibit "A" attached hereto and incorporated herein (hereinafter the "Subject Property"); and

WHEREAS, the Owner is the applicant in the City of Tucson Rezoning Case No. C9-_____, requesting a change in classification from _____ to _____ for certain property (hereafter the "Rezoning site") of which the Subject Property is a portion thereof; and

WHEREAS, the City, due to the impact on public roadways associated with rezonings, requires as a condition of rezoning dedication of property at no cost to the City pursuant to the _____ (ie: Major Streets and Routes Plan - MS&R Plan);

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Within thirty (30) days after written request by the City, the Owners shall dedicate to the City at no cost and free and clear of any and all monetary encumbrances the Subject Property by legal instrument satisfactory in form and content to the City. The Owner further agrees not to construct any improvements on the Subject Property without obtaining the required approval or authorization from the City of Tucson. Upon dedication to the City, Owner shall remove at its sole expense 1) any existing improvement on the Subject Property, and 2) any improvements placed on the Subject Property pursuant to this section.
2. At no time prior to or after such dedication shall Owner claim or demand from the City any payment or consideration for the Subject Property dedicated hereby or for any severance damages to Owner's remaining property, or costs to cure or to conform the Rezoning Site to the Tucson Code resulting from the reduction of the size of the Rezoning site or removal of any improvements therefrom.
3. The provisions of this Agreement are imposed upon the Subject Property and the Rezoning Site as the subject of City of Tucson Rezoning Case No. C9-_____ and run with the land as a legal servitude in favor of both the City and the Owner and shall be binding upon and inure to the benefit of the City and the Owner and their respective successors and assigns. The term "Owner" shall mean the current owner of the Subject Property and any successors or assigns of any owner.



4. Any breach of this Agreement, if continued for a period of thirty (30) days from and after the date the City shall notify, in writing, Owners to refrain from continuance of such breach and to correct such breach, shall justify and allow the City to apply to any court of law or equity having jurisdiction thereof for an injunction or other proper relief; and if such relief be granted in whole or in part the City shall be entitled to reasonable expenses and attorney's fees in prosecuting the suit. In addition, the City may take any affirmative action toward alleviating the breach at the sole expense of the Owner, the devisees, heirs, assigns, grantees, personal representatives or other successors in interest, irrespective of how that interest shall have been acquired.
5. Any delay or failure on the part of the City to exercise any rights, powers, or remedies herein provided, shall not be construed as a waiver thereof or acquiescence therein.
6. This Agreement shall become effective on the date first hereinabove written and shall remain in effect as long as is necessary to accomplish the purposes set forth herein.
7. This Agreement shall not be amended, revised or modified except by written instrument executed by the parties.

CITY OF TUCSON, a municipal corporation

ATTEST:

By: _____
City Manager

City Clerk

APPROVED AS TO FORM:

City Attorney

(Property Owner)

By: _____

By: _____

As: _____

As: _____

STATE OF ARIZONA)
)ss.
COUNTY OF PIMA)

This instrument was acknowledged before me this _____ day of _____, 20____, by _____
_____ as _____ and _____
_____ as _____ of _____
_____.

Notary Public

