

APPENDIX J

Comments Collected from Stakeholder Meetings Held between
January 1, 2018-February 15, 2018

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED THROUGH 2/12/18

#	Key Word	Comment Received	Source
17	Affordable Housing	IV. LIHTC HOUSING The Low-Income Housing Tax Credit (LIHTC) program helps create affordable apartment communities with lower than market rents by offering tax incentives to the property owners (not the tenant renting the unit). BSANA supports a development that would offer affordable housing for families. This would be in keeping with the "historic character of the neighborhood."	Stakeholder Review
18	Affordable Housing	Why is the provision of affordable housing not included. At least 15% of the residential uses need to be set aside for low and moderate income housing.	Stakeholder Review
185	Affordable Housing	Provide for affordable housing.	Stakeholder Review
19	Alleyway / Shared Street	Page 38: #G. Alleyway/Shared Street: Again, the use of term should is useless in bringing about desired results; standards need to be required. In addition, terms such as "interesting" need more definition to provide guidance to developers and clarity to neighbors and reviewers.	Stakeholder Review
65	Design Standards	What guarantees that a mixed-use development will be built	Stakeholder Review
66	Design Standards	Exactly where in the PAD are requirements that would clearly and explicitly produce a transit oriented, pedestrian friendly design?	Stakeholder Review
67	Design Standards	There must be a line of sight study to insure privacy of nearby neighbors.	Stakeholder Review
68	Design Standards	Please incorporate and identify "best practices."	Stakeholder Review
69	Design Standards	The way PAD was written it could end up just being one use (such as a hotel) rather than mixed-use	Stakeholder Review
70	Design Standards	Direct pedestrian passages to the transit stop, with supporting retail, art etc, should be required, not just encouraged.	Stakeholder Review
71	Design Standards	Require developer to upgrade transit stop amenities - shade, seating, art, lighting, digital stop/route info - this should be the showcase transit stop and the standard for future Broadway development to strive for.	Stakeholder Review
73	Design Standards	Require the orientation of the building be toward Broadway and the transit stop - the building should "front" the transit stop, not the parking lot or garage.	Stakeholder Review
74	Design Standards	For instance, the standards should say, the First Floor use on Broadway SHALL be used for retail. The rest of the standards are shall – lighting, front doors, architectural relief, and permeability. Let's be up front. The first floor along Broadway needs to be retail – either in support of the rest of the development, or in support of the neighborhood. This is not a condition that should be able to be waived or deleted by amendment.	Stakeholder Review
75	Design Standards	The PAD needs to include building heights stepping back from Broadway. Otherwise, with the Mark across the street, the development could create an unwelcome canyon effect.	Stakeholder Review
143	Design Standards	The PAD offers an opportunity to do something really good. "What can we do that's fabulous?" Suggestion that PAD (or PowerPoint about PAD) needs to be clearer about what is being required, what is wanted – for example, mixed-use, pedestrian scale at ground floor, etc.	Stakeholder Review
145	Design Standards	Several participants mentioned positive examples of both design compatibility and historic context: Mercado San Agustin and the Mercado District; Don Martin apartments in Iron Horse Historic District	Stakeholder Review
149	Design Standards	Suggestion that best practices be looked at (e.g., form based codes, etc.)	Stakeholder Review
150	Design Standards	Comment that the following should be made clear: - This is what we (City of Tucson) don't want - This what we want - This is how it relates to surrounding area	Stakeholder Review
152	Design Standards	Bob Vint created a sketch that reflects good use of property	Stakeholder Review

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199	Design Standards	Basically, I see the development as a potentially great opportunity for for community and economic development in the neighborhood, if designed intelligently. As I can tell so far, the plans have some of this sort of local-focused design built in, though a lot of room for potentially negative development as well.	Stakeholder Review
222	Design Standards	Cannot underscore how important design is to the development of this property.	Stakeholder Review
223	Design Standards	Best practices should be included.	Stakeholder Review
224	Design Standards	What kind of building design do you want to see on the site?	Stakeholder Review
225	Design Standards	What about the Drachman Institute homes that they built in the neighborhood? Those are sustainable and great examples.	Stakeholder Review
226	Design Standards	What about letting the designers have the creativity to design something and bring it forward? If we require something now, we may not ever see something that we can't think of now ourselves that a great designer might come up with.	Stakeholder Review
14	Desired / Undesired Uses	Revisions to the Permitted and Prohibited Uses tables	Agency Review
21	Desired / Undesired Uses	Call out exactly what is wanted (ground floor retail, residential on top, etc.), RFP?	Stakeholder Review
26	Desired / Undesired Uses	Do not want hotels to be permitted.	Stakeholder Review
27	Desired / Undesired Uses	Want a grocery store and or café.	Stakeholder Review
28	Desired / Undesired Uses	Want housing.	Stakeholder Review
29	Desired / Undesired Uses	Don't want "tourists" infiltrating the neighborhood.	Stakeholder Review
30	Desired / Undesired Uses	And then the types of companies or stores that occupy the parcels ... i'm all for mixed use, but would rather not another corporate box store. Keeping it local business focused would be nice. And establishments that will draw people into the neighborhood that would be intrigued by the lost barrio, bumble down there, and support our arts community.	Stakeholder Review
31	Desired / Undesired Uses	<p>Page 34: Permitted Land Uses:</p> <p>a) If the goal is to develop a mixed-use project, then this section needs to provide more guidance as to what is desired.</p> <p>B) In addition, footnote 2 states that any mixed-use project (which implies that a project is not required to provide mixed-use) must contain residential development; how much residential development needs to be defined.</p> <p>c) Footnote 4 states that any accessory use "consistent with infill development and approved by the PDS Director may be approved;" this also needs more definition and guidelines. The Director should not [have] too much latitude.</p> <p>d) the list of permitted uses includes "entertainment;" this also needs more definition and also raises the question of how much, if any, should be allowed;</p> <p>e) In general, this section is understandable only be planners; there needs to be additional language, in lay terms, that explains the type of uses to be allowed.</p>	Stakeholder Review
32	Desired / Undesired Uses	A local grocery store is mentioned. How would this be different from a convenience store that requires a special exception from the PDS director? Is a corner tienda something else?	Stakeholder Review
189	Desired / Undesired Uses	I may have missed it, but I do not see meaningful land use guidelines. Show how the project will be compatible with the surrounding land and historical character.	Stakeholder Review

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194	Desired / Undesired Uses	Ideally those businesses should be locally owned and run, fueling downtown Tucson's local economy, and in line with the sort of businesses that would attract and draw business to also patronize the lost barrio galleries and shops. Connecting the Volvo site development with the Aviation bike way through the Lost Barrio (I.E. an expanded bike lane down Park as well as a connection to the Arroyo Chico Bike Path) would help encourage this.	Stakeholder Review
195	Desired / Undesired Uses	The businesses could include local retailers, natural grocers, small galleries, coffeeshops, restaurants, etc ... in my ideal imagination it could be something akin to Mercado San Agustin in its multi-modal, shared plaza space, neighborhood aesthetic, and local business focus. And tying in the street car or other future mass transit options would help engender this business as well.	Stakeholder Review
196	Desired / Undesired Uses	Incorporating space for an off-street farmer / artisan market would also be appropriate and a great idea, in tandem with such markets continuing down Park into the lost barrio.	Stakeholder Review
197	Desired / Undesired Uses	These are just a few thoughts and ideas. This space could be a great addition to the neighborhood and boost to local businesses. But if large box stores, gas stations, etc are allowed to build in the development it could hurt local businesses immensely, not to mention cause uproar in the community.	Stakeholder Review
198	Desired / Undesired Uses	They have as an exclusion of use "large dance hall food service" and "large bar entertainment" -- what is the definition of large? Would we be able to do a live music option?	Stakeholder Review
227	Desired / Undesired Uses	Require retail and commercial to activate the development	Stakeholder Review
228	Desired / Undesired Uses	Financing realities need to be considered for developments and businesses. Commercial is considered an amenity to a primary use when lenders are considering financing projects. Requiring retail and commercial may not be the appropriate response because it could set the site up to fail by not getting developed, or set businesses up to fail because the uses are not really supported.	Stakeholder Review
229	Desired / Undesired Uses	Why is Group Dwelling included as special exception? That won't preclude student housing.	Stakeholder Review
230	Desired / Undesired Uses	Group Dwellings allow senior housing.	Stakeholder Review
231	Desired / Undesired Uses	If enough support for prohibiting this use exists within the neighborhoods, this category can be prohibited.	Stakeholder Review
232	Desired / Undesired Uses	This site isn't close to transit, so it wouldn't qualify for the Federal incentives that would support student housing.	Stakeholder Review
233	Desired / Undesired Uses	This site is on one of the highest ridership routes. It is on transit.	Stakeholder Review
250	Desired / Undesired Uses	Incentivize TREs along Park Avenue to activate the street edge	Stakeholder Review

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293	Desired / Undesired Uses	Main Gate has experienced issues with first floor uses. It's causing an amendment to require 'activated space' instead of preferred uses be commercial and retail.	Stakeholder Review
294	Desired / Undesired Uses	There also needs to be something that tells the developer "Hey, developer, activate Park Avenue." Include an incentive, like a TRE.	Stakeholder Review
303	Desired / Undesired Uses	No bars or liquor stores – Family restaurants that serve alcohol are acceptable Difference – Bars stay open till 3am, Family restaurants close for the evening	Stakeholder Review
312	Desired / Undesired Uses	Would NOT want a dance nightclub.	Stakeholder Review
313	Desired / Undesired Uses	Deli, bakery, cafes, retail, art gallery, coffee shop, etc. are fine.	Stakeholder Review
319	Desired / Undesired Uses	Consult Main Gate Overlay for the language revision addressing commercial and retail uses. This requirement is changing to promote 'active' and 'activated' first level.	Stakeholder Review
320	Desired / Undesired Uses	Add language in to the PAD Zone that encourages activating Park Avenue, and incentivize by making TREs easier for use of sidewalk and abandoned Right of Way (ROW) on Park as a result of redesigned curb that will be built with the Broadway: Euclid to Country Club Roadway Improvements Project.	Stakeholder Review
345	Desired / Undesired Uses	Can a developer just reuse the property as it is? Why? It doesn't seem like a good use for that property.	Stakeholder Review
33	Enforcement of the PAD	Also, giving the PDS Director a number of areas where he/she can grant exceptions is also not acceptable.	Stakeholder Review
34	Enforcement of the PAD	The PAD conditions SHALL also be recorded as deed restrictions on the property. This will give neighborhoods legal access to making sure the PAD conditions are followed. Too many times we agree to PAD conditions and changes are made by the PDS Director, which undo the protections for the neighborhoods that were agreed to. PDS Directors come and go, as do owners of the PAD. These two parties often say, but I didn't agree to this condition. I wasn't involved at the time. Also, any changes to PAD conditions whether minor or major (minor or major are in the eye of the beholder) must be approved by the tripartite commission. For instance, it is suggested that changes in storm water drainage (community infrastructure) may be minor. But if those changes result in additional runoff into the neighborhood causing flooding of houses or businesses, that is not minor.	Stakeholder Review
35	Enforcement of the PAD	My primary concern for now is who has the authority to monitor and make "corrections" once the PAD goes to the highest bidder and the project is underway? After the City Council ignored the recommendations put forth by the Broadway Widening Citizen/Neighborhood Task Force (a 2 year effort as I recall) I am skeptical that any of our negotiated recommendations will be adhered to. Who's accountable?	Stakeholder Review
36	Enforcement of the PAD	Can we include deed restrictions to enforce PAD?	Stakeholder Review
205	Enforcement of the PAD	The PAD must include clear enforcement methods. My recommendation is to put into place a three-party group including neighborhood representatives, the developer and the City, to ensure adherence to agreements, following the spirit and language of the PAD	Stakeholder Review
206	Enforcement of the PAD	Remove the discretion of the PDS Director to make changes on her/his own.	Stakeholder Review
234	Enforcement of the PAD	Do PADs change?	Stakeholder Review
235	Enforcement of the PAD	The PAD allows the PDS Director to make some changes without any communication to the neighborhood.	Stakeholder Review
236	Enforcement of the PAD	A design review process needs to be included.	Stakeholder Review

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237	Enforcement of the PAD	You need to write the PAD expecting the worst case development and uses going in. This is the only time to address it.	Stakeholder Review
238	Enforcement of the PAD	There needs to be a commitment for the property owner, the neighborhoods, and the City to meet regularly and talk about issues. I live in El Encanto next to El Con Mall and there are incredibly noisy activities going on – power washing, delivery trucks idling, and more – at all hours of the night. This commitment to meet and discuss helps provide a mechanism to require that these issues get addressed.	Stakeholder Review
239	Enforcement of the PAD	IID may help with language to include for design review	Stakeholder Review
240	Enforcement of the PAD	Add in Design Review	Stakeholder Review
330	Enforcement of the PAD	Will there be a Design Review Committee? Who makes the final decision?	Stakeholder Review
37	Environmental	I. SUBMISSION FOR REVIEW: PHASE ONE OR PHASE TWO ENVIRONMENT STUDY OF THE VOLVO SITE Neighborhood concerns include contamination from the Lift Bays at the Volvo site as well as from LUST (Leaking Underground Storage Tank).	Stakeholder Review
38	Environmental	Do we know what is underground on the site?	Stakeholder Review
39	Environmental	Has the soil been tested?	Stakeholder Review
41	Environmental	Environment: 6.2 Environmental Resources Report. In the briefing I attended, Tom Fisher mentioned that there were some gasoline tanks that had been removed. Is there a Phase I and Phase II Environmental Clearance Report for this former gas station and car repair business? There were also lifts for repairing vehicles. This information needs to be in the document talking about existing conditions. Don't hide this information by omitting it.	Stakeholder Review
8	Environmentally Conscious Design Practices	3) On the last page of the document your office provided it is stated, "Use reclaimed water from municipal source or harvested from mechanical systems and treated for landscaping." Tucson Water does not have any reclaimed water facilities in the vicinity of this project and does not plan on extending reclaimed water to this site. Therefore, I assume reference is being made to greywater which has as its source the discharge from sinks, showers, baths, clothes washing machines and dish washers.	Agency Review
40	Environmentally Conscious Design Practices	VII. ENVIRONMENTAL DESIGN STANDARDS Items 1, 2, and 4 should not count towards the 5 out of 17 green practices. These dilute the real green design impacts of this project. Each item is shade related, they should be grouped together as one item, if included at all. Item number 8 requires use of solar panels but does not specify the size of the solar array. A minimum system size should be included to prevent developers from installing a novelty solar panel just to get the standard met while not actually producing significant green energy.	Stakeholder Review
42	Environmentally Conscious Design Practices	Part 3. Section R. 'Environmentally Conscious Design Practices' list provides only minimal environmental beneficial impact.	Stakeholder Review
43	Environmentally Conscious Design Practices	Include LEED standards as a requirement	Stakeholder Review
44	Environmentally Conscious Design Practices	Define the minimum size of solar panels	Stakeholder Review

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45	Environmentally Conscious Design Practices	Be clearer that ALL lighting should conform to the City's Outdoor Lighting Code / Dark Skies Ordinance – think the item on the list is really pointing out use of LED	Stakeholder Review
46	Environmentally Conscious Design Practices	Consolidate all the shade items	Stakeholder Review
47	Environmentally Conscious Design Practices	Covered parking should be solar covered	Stakeholder Review
48	Environmentally Conscious Design Practices	5 design practices are too few to require. Require more!	Stakeholder Review
49	Environmentally Conscious Design Practices	All "Shade" items should be included as one option	Stakeholder Review
50	Environmentally Conscious Design Practices	Page 40: #L. Energy and Water Conservation Standards: This section mandates best practices. Yet, the developer can get credit for meeting the environmentally conscious standards by using some of the practices listed. Are these practices somehow super-best practices? What is the distinction? If best practices are mandated then there is no need for additional credit.	Stakeholder Review
51	Environmentally Conscious Design Practices	Page 42. #R: Environmentally Conscious Design Practices: a) Overall, this section needs to be completely revised (if it is included at all). First, requiring only five standards will lead to a minimal project. Secondly, some of the standards seem to be mandated within the document. There are lots of other environmental issues that should either be optional or required, such as requiring solar panels on covered parking.	Stakeholder Review
52	Environmentally Conscious Design Practices	R. Environmentally conscious design practices. These are an interesting list of practices I understand were adapted from those of the Main Gate overlay. While many are commendable, to only have to do 5 is ridiculous. The developer SHALL be required to do at least 12 of the 19 listed below. [I have split some apart.] 1. Provide shade for at least 70% of parking areas. 2. Provide shade for at least 70% of pedestrian areas. 3. Provide direct access connections from transit stops. 4. Provide shade for Short Term Bicycle Parking Facilities. 5. Provide 100% desert-adapted plant species. Species chosen must adhere to the Arizona Department of Water Resources Tucson AMA Drought Tolerant/Low Water Use Plant List. 6. Provide Energy Star or cool roof rated at least 0.65 reflectivity and at least 85% emissivity. 7. Use LED outdoor lighting of less than or equal to 3600 kelvin to comply with City of Tucson Outdoor Lighting Code. 8. Provide solar panels on roof or shade structures. 9. Provide green roof with at least 4" of growth medium or a similar vegetated treatment. 10. Provide porous concrete or permeable paving adjacent to planting areas. 11. Provide vegetated "greenwalls" (covered by live plant material) on trellises. 12. Provide low-e glass better than the minimum requirement per the International Energy	Stakeholder Review
96	Environmentally Conscious Design Practices	Including 'direct access to transit connections' is weak; should be required	Stakeholder Review
177	Environmentally Conscious Design Practices	Require the inclusion of a choice of an annual Sun Tran pass or Bike Share membership in the cost of the lease.	Stakeholder Review
210	Environmentally Conscious Design Practices	The Energy and Water Conservation/Environmentally Conscious Design Practices requirements are almost meaningless. A developer could easily address 5 components with just a couple of design elements. For example, shade components should all be under the same heading, not broken into 3 different points.	Stakeholder Review

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211	Environmentally Conscious Design Practices	Incorporating multiple best practices in environmentally sustainable design is of utmost importance, both for Tucson's reputation as a growing leader in that area, as well as the future economic stability of the development, lowering electricity and water use through solar panels, shade design, low water use native desert plant landscaping, street side planting basins, etc	Stakeholder Review
295	Environmentally Design Conscious Practices	Sustainability is really important. Can incentives be included for attaining Net Zero Energy building standards?	Stakeholder Review
296	Environmentally Design Conscious Practices	How about minimum LEED set at 3?	Stakeholder Review
311	Environmentally Design Conscious Practices	What about using solar??	Stakeholder Review
184	Existing Development	They have our Lefler parcel noted as Betts Printing (Section 6, Broadway Volvo planned Area Development Zone report). The lots we bought should be named Welcome Diner like the Diner parcel.	Stakeholder Review
117	Existing Transportation and Circulation	What is happening with Downtown Links? Not included in the presentation but should be. Not sure what will happen with exhaust levels once built.	Stakeholder Review
118	Existing Transportation and Circulation	What is Downtown Links tie-in to Broadway going to look like? What will the final Broadway connection look like between Downtown and Euclid?	Stakeholder Review
173	Existing Transportation and Circulation	Currently students and pedestrians using 12th St to reach Park Ave from Euclid have to walk in the road as there are no sidewalks. At night it is dark and desolate. This project should include sidewalks and lighting for safer walking along 12th St. between Tyndall and Park Ave.	Stakeholder Review
175	Existing Transportation and Circulation	The Greyhound Bus Station is not mentioned at all [in the presentation].	Stakeholder Review
183	Existing Transportation and Circulation	Make bicycle connectivity elements clear.	Stakeholder Review
190	Existing Transportation and Circulation	Reference High Frequency Network and High Capacity Transit study.	Stakeholder Review
3	Existing Transportation and Circulation	The Arroyo Chico Greenway path abuts this PAD on it's east property line along the west side of the Park Avenue right-of-way. This Pre-PAD document does reference, and make some accommodation for the greenway, but since a planning memorandum with more detailed information concerning the route of the multi-use path was finalized about the same time that the site analysis for this report was done, it may not have been fully considered at that time. I am attaching a PDF version of the 'Final Planning Memorandum for Arroyo Chico Multi-Use Path' to this email so that it can be cited as a document that was consulted in the preparation of the final PAD, and so the configuration of the path within the Park Avenue Right-Of-Way can be incorporated into the plan. Please feel free to contact me to discuss Tucson Parks and Recreation's current planning for the Arroyo Chico Greenway.	Agency Review
323	Existing Transportation Circulation	Do not close any of the streets. Especially with Aviation [i.e., Downtown Links project] and Broadway projects, we will really need Park Ave, Tyndall Ave, and 12 th Street. Bumpouts on 12 th could be nice. Don't want to have something like the Dairy Queen project, where the streets were closed. We have 3 schools in our neighborhood and the detention basin cut off some of our access. We can't have any more streets closed. There is a lot of foot traffic, and even kids learning to drive. Our neighborhood depends on these streets to remain open.	Stakeholder Review
343	Existing Transportation Circulation	Has the City pursued a proposal to develop the connection to the Arroyo Chico Greenway?	Stakeholder Review

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10	Existing Zoning	This site is within the Tucson International Airport avigation easement requirements and public disclosure area, FAA traffic pattern airspace, and FAA Part 77 airspace.	Agency Review
15	Existing Zoning	Page 18 - the last sentence of c. ...Greenway should be the last sentence of b. B. San A.	Agency Review
180	Existing Zoning	You may want to mention that the site is within the Rio Nuevo District and, as such, eligible for RN incentives. Examples include: Sale Tax Rebates, equity participation, construction financing, GPLET, and other site specific incentives.	Stakeholder Review
181	Existing Zoning	What is a GPLET? How does it work?	Stakeholder Review
20	Existing Zoning	<p>The Tucson Airport Authority conditionally approves the subject request contingent upon the following conditions of approval, as noted below. These conditions should be identified in the PAD document. Conditions of approval:</p> <p>"According to the FAA Notice Criteria Tool, this PAD is located in proximity to a navigation facility and could impact navigation signal reception. The applicant shall file Form 7460 with the FAA at least 45 days before construction activities begin within the PAD. Any cranes used which are used must also be identified with Form 7460. Please file Form 7460 at https://oeaaa.faa.gov/oeaaa/external/portal.jsp"</p> <p>"That prior to the City's approval of any construction permit for a permanent building, the property owner shall record the Avigation Easement, for the entire area contained within the boundary of this PAD, which discloses the existence, and operational characteristics of the Tucson International Airport to future owners or tenants of the property and further conveys the right to the public to lawfully use the airspace above the property. The content of such documents shall be according to the form and instructions provided."</p> <p>The current property owner or person authorized to sign on behalf of the current property owner shall complete, sign, and record the Avigation Easement. Please record the Avigation Easement with the Pima County Recorder's Office. Once the Avigation Easement is recorded please send a copy of</p>	Agency Review
13	Gateway	I hope the existing "Lost Barrio" sign wall will be preserved in place.	Agency Review
53	Gateway	<p>Various comments about term "gateway":</p> <ul style="list-style-type: none"> - No unified vision for gateway - Gateway should be about eastward orientation, rather than westward to downtown - Should be considered as gateway to neighborhood 	Stakeholder Review
54	Gateway	Don't include the definition of 'Gateway Route' in the presentation or PAD	Stakeholder Review
55	Gateway	Can there be a gateway feature similar to the Snake Bridge?	Stakeholder Review
56	Gateway	This property is really important. This is a key site for the City, cannot treat it like a normal space	Stakeholder Review
57	Gateway	Page 31: Gateway needs to be defined. At the meetings held on January 11, Gateway was defined in terms of a driving experience. Instead, Gateway should be defined in terms of land use and the development of the Broadway corridor.	Stakeholder Review
58	Gateway	Page 31: The Goals section needs to be redefined in terms of the entire intersection (and going south towards the Lost Barrio). In addition, the goal relating to a Gateway needs to be revised to incorporate and emphasize land use	Stakeholder Review

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59	Gateway	Page 31. Many of us have argued this property is not only a Gateway to Downtown, but also to the East. I note the “monument corner” will declare a Gateway to the Downtown. Where is the monument to the Gateway to the Sunshine Mile? Or Gateway to the U of A. At least on this page, the language finally mentions a gateway to the east. Page 39 J. Gateway Monument. While it sounds like a nice idea to put some art on this corner or street furniture or something, if this is a “wall” with the words Gateway on it, it would be rounded in such a way as to suggest gateway to downtown? This is also a gateway to Sunshine Mile and north to the University of Arizona. The challenge will be to make the monument a gateway in three directions. This space should also not count as a plaza or open space as in I.	Stakeholder Review
217	Gateway	There should be clear language indicating that this is a gateway to the EAST, toward the Sunshine Mile.	Stakeholder Review
241	Gateway	The gateway needs to emphasize its location near Downtown to the west, Sunshine Mile to the east, and UA to the north.	Stakeholder Review
242	Gateway	What about public art? Can this be coordinated with the public art to be included on Broadway? Can it go through the public art process so it isn’t just up to the developer to create something?	Stakeholder Review
297	Gateway	Possible to tie the public art process in to the Arts Foundation of Southern Arizona’s process? So that stakeholders can be involved	Stakeholder Review
310	Gateway	* Public art incorporated	Stakeholder Review
318	Gateway	Stakeholders should be included in public art/monument process	Stakeholder Review
60	Goals	3. The goals set forth for the PAD appear positive, though not very inspiring. Here is a chance to tie this into Imagine Greater Tucson’s Looking Forward; A Vision for Greater Tucson Region completed in 2012. More of the language from Tucson’s General Plan could be added here. Let’s talk about neighborhood walkability, biking taking the bus to downtown and all the entertainment opportunities, not to mention jobs. Come on. Let’s get excited! There are even opportunities to tie into our historic neighborhoods like Rincon Heights, Pie Allen, Iron Horse, Barrio San Antonio, and Miles.	Stakeholder Review
61	Goals	Suggested new goals <ul style="list-style-type: none"> • Is an exciting and innovative approach to transit oriented development that successfully achieves a multi-modal sense of place at this unique location on Broadway; • Is compatible with and supports the surrounding historic neighborhoods of Barrio San Antonio, Arroyo Chico, Miles, Rincon Heights, Pie Allen and Iron Horse; • Ties into the unique Arroyo Chico Greenway both as a multimodal corridor, recreation site, and flood control project; • Is compatible with and supports the multi-modal features of the Diamondback (Rattlesnake Bridge), future Park Avenue Bike Boulevard, current High Frequency Transit network, and future High Capacity Transit system along Broadway; and • Incorporates features that support the major gateway routes that lead to the west to Downtown, north to the University of Arizona, and east to the Sunshine Mile. 	

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182	Goals	I'm sure my fellow community members and our neighborhood association have already given you all similar input, so I'll be brief. But, in short, I hope the design is both environmentally sustainable, aesthetically in line with lost barrio / barrio san antonio, and supportive of local businesses that draw in economy both within the development and down the lost barrio corridor. This would involve a proper setback from Broadway and Park, shade structure designs (incorporating solar panels, etc), bike parking, public transit connection, and aesthetically pleasing shared outdoor / plaza space for patrons of the businesses in the development.	Stakeholder Review
243	Goals	I propose that one of the goals be that this site will become a flagship development spotlighting sustainability, and that the monument do something with sustainability. - Solar - Water catchment - Open spaces - Green roof - Rainwater harvesting	Stakeholder Review
244	Goals	Can a goal be to slow down this process, even just another 2-3 months?	Stakeholder Review
245	Goals	I suggest including a goal from the report, number 5 on page 20, "Activate the Edges". Include all of it.	Stakeholder Review
286	Goals	As a suggestion, maybe include references for the goals where where more detail can be found in the PAD Zone that supports the goals.	Stakeholder Review
22	Group Dwelling	Federal incentives are available for projects along 'rail in the ground' projects.	Stakeholder Review
62	Group Dwelling	V. NO STUDENT HOUSING DEVELOPMENT BSANA adamantly opposes development for another massive Student Housing complex. It not only does not comply with PAD stated goals, it would significantly alter our neighborhood's character and way of life as well as contribute to future Student Housing blight that is a very real concern for the City of Tucson.	Stakeholder Review
63	Group Dwelling	Eliminate student housing as an option	Stakeholder Review
64	Group Dwelling	What is precluded from Group Dwelling? What is allowed?	Stakeholder Review
193	Group Dwelling	Make sure that no group housing is provided so that market rate housing (with some attention to affordable housing) characterizes the residential component of the development.	Stakeholder Review
281	Group Dwelling	In the Intro section, remove reference to student housing from the text provided in the Placemaking Vision Plan.	Stakeholder Review
282	Group Dwelling	Or use footnotes or some clarifying language that excerpts the language that is supportive of the PAD	Stakeholder Review
298	Group Dwelling	1) The PAD to have a Grandfather clause: a. No high density group dwelling , ex. The District on 5th Ave	Stakeholder Review
187	Height	Page 32 - the stepback of 30 feet is shown on Broadway. If that is what TDoT wants fine, but I recommend the stepback only on the local streets (Park and 12th) not on Broadway. Also B. Building Height provisions below are not consistent if you want a stepback on Broadway.	Agency Review
11	Height	Include stepbacks	Stakeholder Review
16	Height	Do not show smaller buildings when PAD likely will result in 7 stories	Stakeholder Review
23	Height	Page 32. There is a conflict between the diagram that show a setback of 20 feet for 2 stories along Broadway and the words say 7 stories (90 feet) with no mention of setback	Stakeholder Review
24	Height	The conceptual PAD drawing shows the frontage on Broadway as having a 20-foot height setback, but the drawing shown at the presentation on the 11th had the 90-foot height right up to the property line on Broadway. Which is it?	Stakeholder Review

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED THROUGH 2/12/18

#	Key Word	Comment Received	Source
25	Height	Consider adding height to the interior of the property if a stepback is provided along Broadway	Stakeholder Review
72	Height	Height not to exceed 5 stories.	Stakeholder Review
102	Height	Mainly I'd be concerned of the height of the building, affecting our neighborhood's beauty and antiquity, for the sake of residents and the folks with shops and galleries on Park. Although I do love the slightly chaotic mishmash of the buildings in our neighborhood ... just 7 floors could really hunker down that aesthetic.	Stakeholder Review
103	Height	The images shown of mixed use buildings do not show the canyon effect (a sheer face of a building immediately adjacent to the roadway with no setback). Sidewalk cafes are what we've talked about along Broadway.	Stakeholder Review
139	Height	III. 44' MAXIMUM HEIGHT OF BUILDING Anything more than 44' will not comply with PAD's goal to be supportive of the "Surrounding land and historic character" of the neighborhood. The Lost Barrio's shops offer a unique destination to locals and visitors alike. It provides both the character that makes Tucson unique as well as supports small businesses that contributes to Tucson's economic growth. A construction taller than 44 ' will negatively impact the Lost Barrio's appeal and the neighborhood's historic legacy.	Stakeholder Review
141	Height	Include stepback along Broadway, which can soften future development's interface with historic Welcome Diner building.	Stakeholder Review
171	Height	A City cannot use zoning changes to downgrade property values per state law.	Stakeholder Review
200	Height	Don't add the stepback to Broadway. Leave it to the architects to design the pedestrian-oriented interface	Stakeholder Review
202	Height	75 feet is too high for our neighborhood; it has nothing to do with our 1-story character	Stakeholder Review
221	Height	Is there a rendering that shows 75ft?	Stakeholder Review
246	Height	Does the maximum height include mechanical equipment that might go higher than 75 feet?	Stakeholder Review
247	Height	Concern that the height and scale is out of scale with the neighborhood and "diminishes" it	Stakeholder Review
248	Height	Page 32: Building heights are probably too tall. A maximum of 5 stories fronting Broadway makes more sense.	Stakeholder Review
249	Height	Page 32: Exhibit 14: The building footprint and the use of stepbacks need to be revised. First, there needs to be stepbacks along Broadway, as this is the main pedestrian corridor in the project area; allowing a 75-foot (or even a lower height) will create a wall along Broadway that will be hostile to pedestrians. Further, the area for the stepbacks shown needs to be expanded along the other boundaries of the project.	Stakeholder Review
251	Height	Request for lower height than 75 feet	Stakeholder Review
277	Height	<p>"Phyllis is Armory Park could not attend this session, but asked that her comments be submitted: Higher density usually means tall buildings overlooking residential areas which negates the "buffer." Putting tall buildngs along the gateway into downtown creates a tunnel effect which is not conducive to alternative modes of transportation and negatively affects making downtown a destinations except for work. It also creates major parking problems for adjacent residential neighborhoods. Parking garages do not solve the parking issues because people do not want to pay to park. The student housing at Broadway/Congress/Toole and the conversion of the Armory Park Apartments to The Herbert has already impacted adjacent neighborhoods. They also prevent downtown from offering a welcoming impression. More of the same would make it worse.</p> <p>(Typos are entirely the typist's fault. Phyllis' text was fine.)"</p>	Stakeholder Review
321	Height	Capping the building heights at 75 feet, including the mechanical equipment, seems too restrictive	Stakeholder Review

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED THROUGH 2/12/18

#	Key Word	Comment Received	Source
322	Height	Inclusion of the mechanical equipment in the height maximums does not really address the primary issue, which is the desire for a height maximum of 44 feet.	Stakeholder Review
338	Height	What about adding a setback along Broadway?	Stakeholder Review
339	Height	Why is there a setback along 12 th Street when most of the pedestrian activity will be along Broadway?	Stakeholder Review
340	Height	I don't think the language in this revision is strong enough to encourage pedestrian-scale design. You don't want to create a canyon effect on Broadway. The Palm Shadows project did a good job of addressing the street frontage – could be an example for this.	Stakeholder Review
76	Historic Preservation	Do any buildings on property have historic designation?	Stakeholder Review
317	Historic Preservation	Need to consult the Infill Incentive District language regarding historic properties.	Stakeholder Review
1	Hydrology	This site is within the watershed of the Arroyo Chico floodplain. The floodplain area was reduced by a Letter of Map Revision in 2016. In order to protect the integrity of the reduced floodplain, all developments in this watershed must not increase stormwater discharges and should preferably reduce discharges. The PAD document should be revised to provide a measurable reduction in stormwater discharges.	Agency Review
6	Hydrology	1) This project is located within the City of Tucson and is within the Tucson Water Service Area and will be served by Tucson Water.	Agency Review
4	Hydrology	The rezoning area is within the PCRWRD service area and is tributary to the Agua Nueva Water Reclamation Facility. The existing public sewer in the vicinity of the rezoning area consists of an 8" public sewer line in E. Mckey Street.	Agency Review
12	Landscaping	TDOT is currently working on the Broadway Plans and will have new sidewalk, bus stop, landscape and irrigation along this frontage.	Agency Review
77	Landscaping	K. Sidewalk and landscaping standards. Are these standards different from the existing COT TDOT street landscaping and parking lot landscaping standards? How will the PAD landscaping tie into the Broadway landscaping? Isn't that more of concern? Whatever it is, it needs to be more pedestrian friendly than the rocks and plants at 6th St near Euclid. The lowest branches of the trees need to be high enough so a person on a bicycle can ride under it as well as a bus with CNG tanks on top pass under them without breaking branches. That needs to be part of the standard.	Stakeholder Review
252	Landscaping	Add landscaping. Feast is a great example of how the landscaping creates a visual screen of the Speedway traffic for those inside. You don't even realize how close you are to the road.	Stakeholder Review
78	Larger PAD Zone	Question as to whether owners of adjacent properties had been talked to about possible incorporation in PAD	Stakeholder Review
79	Larger PAD Zone	The visioning workshop looked at more than Broadway Volvo property; it looked larger vision for all the properties north and south of Broadway between Euclid and Park	Stakeholder Review
80	Larger PAD Zone	Suggestion that the PAD be larger – incorporate other adjacent properties in	Stakeholder Review
81	Larger PAD Zone	Question about ownership of property with nursery at Tyndall	Stakeholder Review

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#	Key Word	Comment Received	Source
82	Larger PAD Zone	More effort is needed to include the other parcels in the immediate area within the PAD. Not only would this be in the spirit of the 2014 charrette (in which all of the participants indicated that the whole intersection area needed to be planned as a whole, including the parcels going both north and south along Park and east and west along Broadway); and in which uses such as hotels have to be seen), but it would allow for a much better project.	Stakeholder Review
83	Larger PAD Zone	<p>Adjacent lots. And finally, the Draft PAD document contains the materials from the visioning workshop and a letter from former City Manager Miranda. Page 43. The 2014 memo from CM Miranda states</p> <p>“The immediate adjoining parcels are held by the private sector (see attached map). These property owners will be included in discussions of the redevelopment of the described area.”</p> <p>The visioning workshop also said that the PAD or plans for the area should include the adjoining lots as well.</p> <p>I think this is important. While they may not legally be part of the PAD development, it is important to notify them that PAD development is happening and to see what their potential interests are in a larger development, of which the PAD could be part. I know you have legal constraints, but such meetings could be informative of their thinking and should be undertaken. The reports of these meeting should be included in the document where it discusses contacts made with the public etc.</p>	Stakeholder Review
142	Larger PAD Zone	This development will set precedent for future of Broadway corridor; it is a demonstration project	Stakeholder Review
146	Larger PAD Zone	The PAD sets the tone for future development	Stakeholder Review
147	Larger PAD Zone	This PAD is setting precedent for whole area	Stakeholder Review
214	Larger PAD Zone	At the time of Workshop many participants said that the entire area, not just the Volvo site, should be planned. Further, for years we were promised an overlay zone for Broadway. Yet, here we are today – no overlay zone and only a very limited PAD.	Stakeholder Review
216	Larger PAD Zone	More attention to the entire intersection needs to be made, especially north on Park and including Lost Barrios.	Stakeholder Review
84	Mixed-Use	Page 36: #C. Building Design Standards: a) The standards state that it is “preferred” that the first floor be commercial, restaurant or other similar uses. This should be a requirement. Terms such as preferred, should, etc., are useless; the developer is free to whatever he/she wants. Instead, terms such as shall need to be used; b) Standards relating to scale, permeability, relief and lighting are too vague. Who decides if the standards are met, much less what is desired in concrete terms (for example, what creates human-scaled development). There are many examples from other jurisdictions that provide much more detail and definition. Further, it is debatable if these standards are sufficient. For example, there should be some examples of what the building(s) look like, <u>including materials.</u>	Stakeholder Review
201	Mixed-Use	The mixed use intent, including retail, needs to be required. Strengthen the language.	Stakeholder Review
253	Mixed-Use	We definitely want a mixed use project, with commercial and retail on the 1st floor on Broadway	
85	Neighborhood Character	Page 19. e. Needs to be updated. The Mark is under construction. The information about this should be filled in such as setbacks, height, traffic impact, etc.	Stakeholder Review
164	Neighborhood Character	And hopefully still respect the tucked away nature of the residential side of [the neighborhood].	Stakeholder Review
165	Neighborhood Character	There is a relationship between owner occupancy and the strength of the neighborhood	Stakeholder Review
301	Neighborhood Character	We have 3 schools in our neighborhood. Project MORE, Highland Free School, Special Needs Middle School	Stakeholder Review

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#	Key Word	Comment Received	Source
86	Noise	Page 41: #Q. Additional Standards: This section states that the Director “may” require a noise mitigation study. Why not make it a requirement. What will determine if such a study is warranted?	Stakeholder Review
87	Noise	Many adjustments to PAD conditions that have to do with noise are a health issue – being awakened at night by truck noises, or waste disposal can lead to stress and that can lead to high blood pressure and other health problems.	Stakeholder Review
88	Noise	Noise. A noise mitigation plan SHALL be developed and mitigation strategies be made part of the PAD development standards.	Stakeholder Review
220	Noise	Event / performance space within the development would be great, as long as it was incorporated in an inner plaza so as to not bleed noise overly into the residential neighborhood.	Stakeholder Review
254	Noise	A noise study needs to be required. It should also incorporate feedback from the neighborhood, so that if noise will be created by the use – say swimming pools, balconies, etc. – they can discuss where they want it to face. Likely away from the neighborhood.	Stakeholder Review
255	Noise	But isn't requiring that assuming that what will go in is going to create noise?	Stakeholder Review
89	Notification Process	Can a committee of stakeholders be created to work on the PAD?	Stakeholder Review
90	Notification Process	How much public input is involved in Individual Parking Plan?	Stakeholder Review
91	Notification Process	Notification of any amendments need to be mandatory	Stakeholder Review
92	Notification Process	Who gets notified with amendments to the PAD?	Stakeholder Review
93	Notification Process	Perhaps a tri-part agreement [following an existing format used by El Con/El Encanto Historic District/City of Tucson?] can be drafted so that the design and operations issues are able to be discussed/addressed as the property is further developed/operated	Stakeholder Review
94	Notification Process	We in the community have watched agreements worked out between the neighbors and the City be eviscerated by exceptions and amendments. All amendments must be publically noticed and have community input.	Stakeholder Review
95	Notification Process	The discussion of compliance is inadequate. As President of El Encanto Estates Neighborhood Association, next door to El Con I can attest to the importance of having a mechanism, as imperfect as it is, for discussing where and when Mall management and the stores are not following the PAD requirements. Page 40 Interpretation and Compliance. The document says that the PDS Director will ensure compliance with PAD document. This is not good enough. I propose a three-member group that ensures compliance. A tripartite commission of a representative from the City (who shall call the meetings every 3 months), a representative of the owner, and representatives of the surrounding neighborhoods (Barrio San Antonio, Miles, Arroyo Chico) will meet to discuss infractions of the PAD conditions and how to resolve and prevent them from happening in the future.	Stakeholder Review
207	Notification Process	So please do take our community's input. We know this area, what would work here and benefit the businesses and neighborhood here. In that, we are a valuable resource to this development and design.	
305	Notification Process	2) The review committee of any project should include neighbors within 50-100 feet or adjacent of property, not just the neighborhood association	Stakeholder Review
306	Notification Process	3) Neighborhoods on north side of Broadway should be included in any developer/construction liaison communication. (Rincon Heights, Pie Allen)	Stakeholder Review
309	Notification Process	5) Please include Pie Allen in the communication stream – neighborhood liaison	Stakeholder Review
97	PAD Language	Wording in the PAD document is too loose, should use works like “must” and “will”	Stakeholder Review
98	PAD Language	Participant noted that word the word “preferred” is used. Should be replaced with stronger language, such as “must.”	Stakeholder Review
99	PAD Language	Use ‘must’, not ‘shall’.	Stakeholder Review

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED THROUGH 2/12/18

#	Key Word	Comment Received	Source
100	PAD Language	The central question is: if the goal of the project is to develop a mixed-use, transit-oriented development that is compatible and supportive of the surrounding land uses and neighborhoods; achieves a successful multimodal, transit-oriented use; and supports implementing a major gateway, then do the standards and requirements of the PAD document help bring this about? We suggest that it does not. Nothing requires mixed-use; design standards and environmental incentives are minimal and in many instances can be eliminated altogether.	Stakeholder Review
101	PAD Language	Since the PAD is a zoning document, it needs to be clear and strong, using will and shall in setting the requirements for development that will meet the goals. Preferred or may is not adequate.	Stakeholder Review
218	PAD Language	Clear, explicit terms such as "shall" or "must" need to be prevalent, replacing terms such as "preferred."	Stakeholder Review
280	PAD Language	Make sure the document is written in 'shalls' not 'shoulds'.	Stakeholder Review
283	PAD Language	Does this section [Part 1] have any weight once the property is rezoned? If not, don't get too caught up on this now. Let's get to the section that does have weight.	Stakeholder Review
341	PAD Language	The language in the document is confusing. It has plannerly elements and zoning requirements, but they are not clearly written and this is a zoning document. For instance, where it is written "A development project shall comply with the following:" and the items listed below include the word "preferred" or "should", it is unclear how that will be enforced. Which will the developer be held to: "shall comply" or "preferred"? There are multiple instances of this throughout the document. Which is it?	Stakeholder Review
104	Parking	VI. ADEQUATE PARKING Adequate onsite parking must be present for both commercial and residential uses. Inadequate parking will put added pressure on Park avenue and surrounding residential areas and that is not acceptable to area residents. Neighborhood review and input on the parking plan is desired.	Stakeholder Review
105	Parking	Comment that a larger PAD would allow more flexibility for such things as parking	Stakeholder Review
106	Parking	Don't want overflow parking into the neighborhood.	Stakeholder Review
107	Parking	Page 36: #E. Parking Standards: The requirement states that the site "should" address needs of pedestrians, cyclists, transit riders, etc. Again, using terms such as should is useless as it does not guarantee that the desired result will occur.	Stakeholder Review
108	Parking	Page 37: #E. Parking Standards: a) The requirements state that the amount of bike parking may be reduced by the PDSO Director depending on use, setting and intensity of the project and the availability of bike parking. Again, this rewards poor design. Further, if the goal is to encourage multi-modal transportation, why would the document allow for the lessening of bicycle transportation? b) Why not require that the first floor of the parking structure be used for non-parking uses? c) The document states that parking shall be located out of sight of the street: which street is referenced? d) If bike parking is to be provided where motor vehicle parking is provided, then why give credit for environmentally conscious design for both motor vehicle and bike parking?	Stakeholder Review
109	Parking	Page 37: "Bike parking shall be provided where motor vehicle parking is provided. The PDSO Director may reduce bike parking depending on the use, setting, intensity of the project, and the existing availability of bike parking." Long-term bike parking (for residents) is OK to be in with car parking, but the short-term bike parking for retail customers should be allowed to be spread around the perimeter near multiple store fronts and near the transit stop.	Stakeholder Review
110	Parking	Un-link apartment/condo lease price from parking spots - this shows the true price of parking. I believe the new HUB 3 development is doing this.	Stakeholder Review
111	Parking	Require dedicating some minimum # of parking spaces for car share services.	Stakeholder Review

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#	Key Word	Comment Received	Source
112	Parking	<p>Parking Parking is always a big issue both within the development and in the surrounding neighborhoods.</p> <p>The site SHALL address needs of pedestrians, bicyclists, transit riders and users of ride hailing services.</p> <p>Developing an IPP is to be recommended. Why would you let the PSD director reduce the amount of bicycle parking? If the director can reduce bike parking, then s/he should be able to reduce parking for vehicles as well. There is good transit service in both directions. Interesting that bike share and car share systems can also be used to reduce parking numbers. With transit oriented design, the idea is that fewer cars and parking will be needed to live in or use the development. So there is a tension between providing lots of parking for all modes and encouraging other modes. What are best practices in coming to an agreement on this topic?</p> <p>There is also reference to a strange idea that if there is a change of use one can use existing parking configuration. What is the idea here? Who is pushing this?</p> <p>Then another idea is brought up that one can put parking on the first floor if it is screened. Why? The document said that Broadway frontage was for retail. How did parking creep into this design? Then</p>	Stakeholder Review
203	Parking	Require strong bicycle amenities.	Stakeholder Review
256	Parking	Need to specify a lot more regarding parking. What will be allowed for ingress and egress?	Stakeholder Review
257	Parking	Right now, there is nothing stated in the PAD for parking spaces required. The Individual Parking Plan allows the developer to submit what they want, not what may be needed. It's too loose. The parking requirements for uses need to be called out.	Stakeholder Review
258	Parking	Overflow parking is a real issue. This speaks to the issues Barrio Viejo is having.	Stakeholder Review
259	Parking	Site parking should be based on best practices. Shared parking is an example.	Stakeholder Review
260	Parking	What is shared parking?	Stakeholder Review
261	Parking	It is a way that one property/business owner 'rents' parking from another's parking supply to meet their demand and required spaces.	Stakeholder Review
262	Parking	Overflow parking should not be allowed.	Stakeholder Review
263	Parking	Require parking minimums.	Stakeholder Review
264	Parking	Parking study should look at the whole picture, including the Office Max parking.	Stakeholder Review
265	Parking	Pages 24-25 cover a goal of 'Develop Alternative Parking Strategies'.	Stakeholder Review
299	Parking	b. Enough parking on the property for whatever is made	Stakeholder Review
315	Parking	Bike racks too!	Stakeholder Review
331	Parking	Separating (unbundling) parking only makes sense if you are reducing parking	Stakeholder Review
113	Pedestrian Access	Page 37: #F. Pedestrian Access: Why not require pass-throughs and other pedestrian connections in order to connect the development with the surrounding area and create better pedestrian environments? In addition, there need to be better design standards than the pictures provided.	Stakeholder Review
114	Pedestrian Access	Pedestrian access and pass-throughs. The building design should not be a monolith that people have to walk around. There SHALL be attractive pass-throughs and access to center courtyards or other public spaces that are mentioned later on	Stakeholder Review
204	Pedestrian Access	Require strong pedestrian amenities.	Stakeholder Review
115	Plans / Policies	High Capacity Implementation Plan and the Frequent Transit Network are missing from the list of plans that should be a reference	Stakeholder Review
116	Plans / Policies	Why isn't TDOT's Green Streets policy incorporated?	Stakeholder Review

BROADWAY VOLVO PLANNED AREA DEVELOPMENT ZONE - COMMENTS RECEIVED THROUGH 2/12/18

#	Key Word	Comment Received	Source
119	Plans / Policies	2. If this is to be a multi-modal development as is claimed in many parts of the document, then the PAD needs to reference ALL plans (in the last 10 years) for ALL modes. Currently the document is missing a number of adopted plans: <ul style="list-style-type: none"> • Page 24. There is no mention of the High Frequency Network in place for transit. This is a plan adopted by Mayor and Council. • The High Capacity Transit Study is a 2017 release that is an in-depth study of the 2009 more general study. I understand there are 6 possible corridors that are being suggested. I urge you to get a copy from PAG and incorporate its findings. • For instance, there is no mention of the PAG Regional Pedestrian Plan adopted December 2014, or the ADA Sidewalk Inventory Study of 2012 written by COT and PAG. • Page 35; listing of plans is incomplete. No mention of High Frequency Network for transit, the new HCT (2017 not 2009), PAG pedestrian plan etc. 	Stakeholder Review
120	Plans / Policies	There are some plans listed on page 35 like the Broadway Boulevard Project Vision of Place for Land Use of January 18, 2017, which I have not seen before. Where can one get a copy of this? The Phase II and Final Historic Inventory is also not the Broadway Project website. When did it get done? How does one get a copy?	Stakeholder Review
148	Plans / Policies	Question about Project for Public Spaces project and how the PAD fits in	Stakeholder Review
191	Plans / Policies	Make sure that the intent as well of the language of Plan Tucson guides the effort.	Stakeholder Review
192	Plans / Policies	Include Imagine Greater Tucson elements.	Stakeholder Review
287	Plans / Policies	Why isn't the Complete Streets policy listed	Stakeholder Review
288	Plans / Policies	Why is the Frequent Transit Network listed as ongoing? It should be 2017.	Stakeholder Review
121	Plazas / Open Space	5% of open space is too small	Stakeholder Review
122	Plazas / Open Space	Is this 5% of the lot or gross sqft of development?	Stakeholder Review
123	Plazas / Open Space	Design of site should incorporate east side of Park Ave near trails (Neighborhood Idea) <ul style="list-style-type: none"> - Gate/Fence of arroyo – Euclid example - Plaza faces Barrio San Antonio, welcomes neighborhood in to the property - Sends people towards Lost Barrio - connects to the informal path connecting the Arroyo Chico to Park Ave 	Stakeholder Review
124	Plazas / Open Space	Plazas and Open Space: a) Why is the amount of plaza space based only on new construction; b) More guidance is needed in the design of this space; as written it can end up being a big, inhospitable space that no one will want to use (think the plaza in front of the library). There's lots of guidance in how to design such spaces (e.g. William Whyte) so that people will want to use them. Further, why the emphasis on performances for large crowds, when the emphasis should be on everyday use; c) Again, there is a statement that the Director can reduce or eliminate this requirement if the development is shown to "enhance" (whatever this means) the pedestrian environment. Not only does this miss the point of having such spaces incorporated into a development, it also contradicts the requirement for entertainment in the plaza.	Stakeholder Review

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#	Key Word	Comment Received	Source
125	Plazas / Open Space	Plaza and Open space Asking for only 5% in courtyards and public plazas is very low. In addition the PDS director may even waive this. After watching Fry's presentation on how to count open space or public space, I would advocate that in order to be counted, the space must be contiguous and in a coherent shape. I remember the discussion with "The Springs" apartments on 5th St whether individual balconies could count as public space, whether outside hallways connecting housing units counted as public space and etc. Let's tie down this concept in a realistic manner that fulfills the concept of having usable public space.	Stakeholder Review
126	Plazas / Open Space	Public art should be functional	Stakeholder Review
219	Plazas / Open Space	Plaza space should be a % of the entire land area, not related to the square footage of floor space.	Stakeholder Review
9	Purchase / Sale	The Legend for the Exhibit on Page 33 could more accurately be changed to read "Existing Right of Way/Extended PAD Rezoning Area" rather than "Future"...there exists the potential for a vacation and sale of surplus right of way.	Agency Review
188	Purchase / Sale	Page 33 Figure 15 is a diagram of the 90% drawings for the Broadway widening. What is the dark blue by the Welcome Diner? Is that a bus pullout in front of the proposed PAD site? What is the yellow line on Park? The diagram needs more explanation. Also the right of way that is shown, would that be included in the PAD property?	Stakeholder Review
127	Purchase / Sale	Does the property have to go to highest bidder	Stakeholder Review
128	Purchase / Sale	Higher property values will make the site more attractive to larger entities – nudging out small businesses	Stakeholder Review
129	Purchase / Sale	Guided bids or weighted proposals are sometimes options available when a property is put up for sale	Stakeholder Review
130	Purchase / Sale	Does all of the money collected on the property sale have to go to repay HURF?	Stakeholder Review
131	Purchase / Sale	What if sale does not generate the same dollars that it cost to buy the property? (\$2M) Will City have to make up the loss? - If yes, what funds will be used?	Stakeholder Review
132	Purchase / Sale	Put this information up front in the presentation	Stakeholder Review
133	Purchase / Sale	What if there is more money made off of the property than it cost to buy? Where does that money go? Can it be used for other things?	Stakeholder Review
134	Purchase / Sale	Does property have to be marketed now? Can the City wait to find the RIGHT buyer/project?	Stakeholder Review
135	Purchase / Sale	Where did the funds come from to purchase BV	Stakeholder Review
136	Purchase / Sale	Will the funding received from the property sale go to RTA shortfalls, or TDOT, or will it balance the City's general fund? Road maintenance would be a better use.	Stakeholder Review
137	Purchase / Sale	Sale of property will not help City budget because it is HURF money	Stakeholder Review
138	Purchase / Sale	Question as to whether a percentage of local businesses could be required	Stakeholder Review
140	Purchase / Sale	Should the PAD be more flexible to entice more developers that may not pay as much for the property but build quality product?	Stakeholder Review
327	Purchase / Sale	The property was purchased for \$2 Million. Does it have to sell for that much? What happens if you don't get offers for that much, after all of this process?	Stakeholder Review
334	Purchase / Sale	When the money from the property sale comes in, can the City use it for whatever it wants to?	Stakeholder Review
335	Purchase / Sale	Is there any legal obligation to rezone the property now?	Stakeholder Review

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#	Key Word	Comment Received	Source
336	Purchase / Sale	Do you have an appraised value of the property now?	Stakeholder Review
337	Purchase / Sale	What is happening with the vacant property on 12 th Street, where the mound of dirt is?	Stakeholder Review
342	Purchase / Sale	Did the City try to buy Betts Printing?	Stakeholder Review
144	Quality Development	Comment that examples being shown in PowerPoint weren't appropriate for area – weren't historically sensitive – design needs to be sensitive to context – neighborhood, Lost Barrio, etc.	Stakeholder Review
151	Quality Development	Want a quality development	Stakeholder Review
154	Quality Development	Residential developers are not local. They are from companies that are out of state. This is not beneficial to the City. They get in, build, sell, and are gone. The city is left to deal with what they have built.	Stakeholder Review
155	Quality Development	Because the City is the property owner, it has the opportunity do require a project that meets its goals. The City can be aspirational; it can work to create a truly great project. The argument that the project needs to "marketable" does not lessen the City's ability to require a good project unless the City is taking the view that only mediocre, at best, projects are marketable. Again, this is something that researching what other jurisdictions have done can help.	Stakeholder Review
215	Quality Development	Stakeholders, especially those of us living nearby were excited about the possibilities of something really good coming forward. This site and surrounding area have a lot of potential. We are now concerned that an exciting development is unlikely, though we have some hope that it can still occur.	Stakeholder Review
153	Rezoning Process	Will these standards in this PAD get you there [to what you want]?	Stakeholder Review
156	Rezoning Process	Conversation about opportunities for additional public input – neighborhood meeting, Zoning Examiner meeting, M&C meeting....also talked about was input at time of RFP	Stakeholder Review
157	Rezoning Process	This is moving too fast and is not likely going to produce a good output	Stakeholder Review
158	Rezoning Process	Staff and participants both commented on helpfulness of putting comments in writing	Stakeholder Review
159	Rezoning Process	Visioning Workshop was the only meeting, and only held 1 time; staff controlled the conversation at each table	Stakeholder Review
160	Rezoning Process	Want more input from the other neighborhoods (Rincon Heights, Pie Allen, Miles, other)	Stakeholder Review
161	Rezoning Process	What does the Ordinance 30-day Appeals process look like?	Stakeholder Review
162	Rezoning Process	No conversation has been had with neighboring property owners.	Stakeholder Review
163	Rezoning Process	The timeline is too compressed. While the process meets the basic requirements of the code, it does not take into account the complexity of the issues nor what a good, inclusive process entails. In contrast to this process, is the process for the Palm Shadows site at the corner of Speedway and Campbell.	Stakeholder Review
212	Rezoning Process	We seem to be in an unusual rush to complete this PAD. In 2014 a Visioning and Design Workshop was held, attended by many stakeholders. Then...nothing. On several occasions a number of stakeholders, myself included, asked City staff what was happening. We were told that things were on hold, that there were not enough staff to move ahead with things, that the City's interests lay elsewhere, and other reasons for why no progress was occurring. Then a few weeks ago, BAM. We were invited to meet to hear about a PAD that the City had developed, and we learned that it was on the fast track for approval. The long delay and the sudden need for action does not seem to fit.	Stakeholder Review
213	Rezoning Process	Make sure that stakeholders have meaningful time to work together and with you to develop the PAD, not just react to what you have put out through these comments and comments at meetings.	Stakeholder Review
266	Rezoning Process	Really, this PAD process is 2 years too soon.	Stakeholder Review
267	Rezoning Process	We were promised an overlay for Broadway and that hasn't happened. A lot of this would be in that overlay.	Stakeholder Review
268	Rezoning Process	This timing is awkward with the release of the PPS report, which was anticipated sooner and was also intended to be the Vision guiding the overlay effort.	Stakeholder Review

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#	Key Word	Comment Received	Source
278	Rezoning Process	When will the revised document be available? Will there be time to see it before it is submitted to PDSO?	Stakeholder Review
279	Rezoning Process	Thank you for the documents	Stakeholder Review
307	Rezoning Process	4) Thank you, Tom, for giving me your copy of slides so we could read the slides properly. - There is a difference between draft PAD and slides. Slides appear to be updated (table in plans consulted)	Stakeholder Review
308	Rezoning Process	- Slide: glad to see new use/development required to do a Transportation Impact Study, including travel reduction plan with annual reporting	Stakeholder Review
316	Rezoning Process	<i>Clarification on behalf of Council Member Fimbres taken out of order for emphasis:</i> The motion from the February 6, 2018 Mayor and Council Executive Session states that <u>all</u> of the comments collected regarding this PAD Zone will be provided to Mayor and Council for the February 21, 2018 Executive Session.	Stakeholder Review
326	Rezoning Process	The PAD Zone may change once it undergoes review by Planning & Development Services. Can a courtesy review of the PAD be held prior to the Zoning Examiner hearing?	Stakeholder Review
328	Rezoning Process	Has the City ever done a PAD for its own property before?	Stakeholder Review
329	Rezoning Process	Thank you for your hard work. Almost everything that has been asked for has been included.	Stakeholder Review
333	Rezoning Process	Will those of us that have participated in these meetings be notified of the Zoning Examiner meeting?	Stakeholder Review
166	Shade	Page 36: #D. Shade Standards: There is no reason why the requirement for shading should not be higher (70% or greater). Further, who decides if the shade provided is compatible with the architectural integrity of the building (and what does this mean). In addition, why allow exceptions to the shading requirement. If the proposed development does not meet the shading requirements, then it seems that is an a priori proof that the design of the project is deficient. The way the draft document is written allows the developer to use an inferior design as an excuse to not meeting the standards.	Stakeholder Review
167	Shade	Page 36 regarding shade. If this is to be a walkable, bikeable, transit oriented development, shade is important, whether it comes from structures, trees, or the building configuration. This needs to be SHALL. At least 50% of sidewalks and pedestrian access SHALL to be shaded as measured at 2 pm on June 21. The tie to R Environmental Conditions is fine if the number is increased to 12 of the 19 possible actions. It is not "may count", but "SHALL be counted."	Stakeholder Review
269	Shade	The images on this page show how the overhang can provide shade for pedestrians.	Stakeholder Review
270	Shade	Shade is included in the PAD. It should be incentivized to include shade for the pedestrians.	Stakeholder Review
314	Shade	Shade very important!!	Stakeholder Review
168	Sidewalk and Landscaping	Page 39: #K. Sidewalk and Landscaping Standards: This section mandates the use of 100% drought-tolerant plants. Yet, at the same time, if "desert" plants are used then it counts towards satisfying the Environmentally Conscious Design Standards. What is the environmental reason to prefer desert plants over drought-tolerant? This seems to be an aesthetic question, not an environmental; and if the requirement is 100% drought tolerant, why not make desert plants the requirement if that is what is desired (which we do not fully understand why that would be so).	Stakeholder Review
169	Sidewalk and Landscaping	The drawing also shows streetscape, which is hard to interpret the width, but if compared to what is said to be 20 feet in setback, the streetscape appears to be 1-2 feet. That is not very pedestrian inviting. The PAD drawing needs to be revised to be more in line with the words.	Stakeholder Review
2	Solid Waste Disposal and Unloading	The Environmental & General Services Department has no objection to the proposed property rezoning. The subject parcels are within the City of Tucson refuse service area along E. Broadway Boulevard. Solid waste management practices shall be in accordance with the standards specified in Section 8 of the City of Tucson Technical Standards Manual.	Agency Review

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#	Key Word	Comment Received	Source
170	Solid Waste Disposal and Unloading	<p>Example. Page 36 H. Solid waste disposal and unloading.</p> <p>The statement that off street loading standards may be reduced or waived is unacceptable. Idling delivery trucks that arrive at the site during the night create problems for surrounding neighborhoods. This section needs to be enhanced.</p> <ul style="list-style-type: none"> • No loading or unloading of trucks between 10 pm and 6 am • No idling trucks between 10 pm and 6 am • No power washing of areas between 10 pm and 6 am • Waste trucks have to come and service waste receptacles between 6 am and 6 pm. The receptacles must be screened. 	Stakeholder Review
186	Stormwater	<p>Also, since the development is at the very edge of the flooding risk from Arroyo Chico, additional runoff into that water system could cause new flooding. This topic needs to be studied carefully. A storm water management plan SHALL be developed and followed.</p>	Stakeholder Review
172	Traffic Impacts	<p>II. TRAFFIC INPUT STUDY</p> <p>How will hundreds or thousands of vehicles, on a daily basis, impact our neighborhood's traffic flow, pedestrian safety? There are multiple schools in the area with students using Broadway, Park Ave and 12th St for ingress and egress.</p>	Stakeholder Review
174	Traffic Impacts	<p>Park Ave needs to be addressed. More use will worsen already bad condition.</p>	Stakeholder Review
176	Traffic Impacts	<p>Traffic: Page 41 Q. Other Standards.</p> <p>There needs to be a traffic analysis. How will people get in and out of the complex? There is no left turn into the driveway from Broadway as shown on the 90% drawings due to the median. Will cars exiting the complex use Park to go north, waiting for someone to activate the HAWK light? Will there need to be traffic calming measures south on Park to protect the neighborhood? Who will pay for traffic measures needed to protect Barrio San Antonio? The developer should be required to pay.</p>	Stakeholder Review
208	Traffic Impacts	<p>Require a traffic circulation study and provide for traffic mitigation for surrounding areas.</p>	Stakeholder Review
209	Traffic Impacts	<p>The traffic at that intersection would have to be addressed with a street light of some sort plus biking / pedestrian buttons (similar to the Highland / Broadway intersection), as what is there currently simply wouldn't work.</p>	Stakeholder Review
271	Traffic Impacts	<p>Incentivize developer to create better transportation connections for bicycles and pedestrians by requiring traffic impact study and requiring traffic mitigations</p>	Stakeholder Review
272	Traffic Impacts	<p>The traffic impacts are going to be terrible!</p>	Stakeholder Review
273	Traffic Impacts	<p>You also need to incentivize the transit corridor</p>	Stakeholder Review
274	Traffic Impacts	<p>Create better linkages for bicycles and pedestrians.</p>	Stakeholder Review
275	Traffic Impacts	<p>Impacts should be mitigated. Any new development should pay to mitigate traffic impacts the new uses will create.</p>	Stakeholder Review
289	Traffic Impacts	<p>How will traffic mitigations be determined? Will the neighborhoods have a chance to weigh in?</p>	Stakeholder Review
290	Traffic Impacts	<p>Park Avenue and Broadway are important access points to 1010 E Broadway, the Appletree Learning Center. Need to be maintained.</p>	Stakeholder Review
291	Traffic Impacts	<p>Is there a way a traffic circle could be utilized that could strengthen the Arroyo Chico Greenway connection, provide some interesting art features, and traffic calming for the neighborhood and businesses?</p>	Stakeholder Review
292	Traffic Impacts	<p>I am interested in understanding the impacts of traffic on the streets in this area. What impacts will Downtown Links and Broadway Blvd widening have on the traffic in this area? The Transportation Impact Study should be expanded to include more than just the surrounding streets of the site. What will the development / use generate?</p>	Stakeholder Review
300	Traffic Impacts	<p>c. Leave 12th Street and Euclid open for 2-way traffic for vehicles, bikes, school buses, law enforcement, and emergency vehicles, etc.</p>	Stakeholder Review

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#	Key Word	Comment Received	Source
302	Traffic Impacts	Leave exit/entrances on 12th Street and Euclid intersection open 12th Street and Tyndall open Leave exit/entrances on Park Ave and Broadway Blvd intersection open For 2-way traffic for vehicles, bike, school buses, law enforcement, emergency vehicles – and for the neighborhoods residential traffic and businesses	Stakeholder Review
324	Traffic Impacts	Park Avenue needs to allow vehicles to enter and exit	Stakeholder Review
332	Traffic Impacts	Are the Transportation Impact Study and the traffic mitigation plan happening together with the development plan?	Stakeholder Review
5	Utilities	<p>Part 3 Planned Area Development District - Section N. Utilities (page 40)</p> <p>This section is incomplete. No Type I capacity letter or any information on how much wastewater this development will generate is provided for PCRWRD to be able to determine capacity availability for this development. A project of this size with a possible building height of seven floors may have a significant impact on the sewer system. For investigative approval regarding PCRWRD sewer service availability, submit a Type I capacity request to sewer@pima.gov.</p> <p>The required form to request a Type I capacity determination letter may be found at: http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Development%20Services/Building/Capacity-Type1-Investigation.pdf. Provide a copy of approved Type I capacity determination letter to this office.</p> <p>Should the City of Tucson Mayor and Council be inclined to approve this rezoning, the Pima County Regional Wastewater Reclamation Department (PCRWRD) recommends the following conditions:</p> <p>REZONING CONDITIONS</p> <p>1. The owner(s) shall not construe any action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner(s) to that effect.</p>	Agency Review
7	Utilities	2) There are existing (potable) Tucson Water mains/infrastructure in the vicinity of this project. However, until we receive additional information regarding building configuration, required fire flow and water demand we will not be able to definitively state whether or not any off-site improvements to existing water infrastructure will be required.	Agency Review
178	Utilities	Page 40. #N: Utilities: This section is confusing and unclear. It needs to be clarified.	Stakeholder Review
276	Utilities	Are there utilities in McKey Street? And who will pay to relocate them?	Stakeholder Review
284	Utilities	Why isn't the new Water Connection fees included in this?	Stakeholder Review
285	Utilities	What about the culvert – doesn't it go under the northwest side of the property? Attendee response: It also appears there is a line running east-west on the northern side of the property.	Stakeholder Review
304	Utilities	Replace aging underground culverts on the property to comply with weight loading for whatever gets built present and future to consider and facilitate with Pima County Flood Control District / Arroyo Chico Flood Control Detention basins function.	Stakeholder Review
325	Utilities	McKey Street has a sewer under it. The PAD needs to state that the movement of the utility will be at the expense of the developer.	Stakeholder Review
344	Utilities	The previous document has a section called 'Energy and Water Conservation,' and required that best practices be followed for both. Now it is only 'Energy Conservation'. The Environmentally Conscious Design Practices includes specific practices. Why did the water get taken out? Are best practices not being required for it? Why include the terms 'best practices' at all?	Stakeholder Review
179	Water Conservation	Page 40 L. Energy and Water conservation. The standard is that the PAD SHALL follow all water harvesting and grey water requirements of COT.	Stakeholder Review