BROADWAY VOLVO
PLANNED AREA DEVELOPMENT ZONE
BROADWAY BOULEVARD AND PARK AVENUE

Submitted to:
Planning and Development Services Department
201 North Stone Avenue
Tucson, Arizona 85701

Prepared for:
The City of Tucson Department of Transportation
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Tucson, Arizona 85701

Prepared by:
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November 13, 2017
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PART 1 – INTRODUCTION

A. Overview

The Broadway Volvo site is located at 930-948 E. Broadway Boulevard on 1.87 acres at the southwest corner of Broadway Boulevard and Park Avenue (see Exhibit 1). The City of Tucson purchased the properties in October of 2007. The Metropolitan Education Commission has used the commercial space adjacent to Broadway as its primary office. Tucson Department of Transportation (TDOT) has used the rear warehouse of 930-936 E and the small building at 948 E for storage.

Mayor and Council Direction

The Mayor and Council have provided direction to staff on two separate occasions:

- In 2014, to generate revenues from the sale of underutilized City properties (see memo in Appendix A that references the direction), and
- On May 23, 2017, to proceed with the rezoning and eventual sale of the subject rezoning site (see the public meeting Legal Action Report in Appendix B).

2014 Broadway Volvo Visioning Workshop

The direction in 2014 led staff from economic development, transportation, and planning areas to explore the redevelopment of the Broadway Volvo site, hosting a special meeting on September 18, 2014 with various stakeholders from the nearby Miles and San Antonio neighborhoods, and stakeholders from the Broadway: Euclid to Country Club Improvement Project representing design, business and development interests. The goal was to envision the potential redevelopment of the City of Tucson property. (Presentation materials are available online at https://www.tucsonaz.gov/business/broadway-volvo-site.) Appendix C includes the summary notes from the workshop. Appendix D includes summaries of goals developed in preparation of the Workshop as found in the Arroyo Chico Area Plan and Miles Neighborhood Plan relevant to the site redevelopment.

The predominant comments gathered described a mixed-use infill project that complemented surrounding properties both residential and commercial, created multi-modal opportunities, and reduced, as would be practical, any negative impacts on the surrounding residential area. Further, the predominant stakeholders’ view was the subject site has potential to be a gateway project to the Downtown. This view is similar to earlier planning considerations of the intersections of Euclid Avenue and Broadway as well as Park Avenue and Broadway. The rezoning site could include urban design features that may eventually apply to similar development opportunities along the Broadway: Euclid to Country Club Improvement Project and the larger surrounding area.
Other Public Processes

The Rio Nuevo Multipurpose District hired Project for Public Spaces to lead a place-making planning activity in the Broadway: Euclid to Country Club Improvement Project corridor. Through interviews and public meetings, specialists worked with City staff, Rio Nuevo board members, and stakeholders to gather information about the corridor.

The Broadway: Euclid to Country Club Improvement Project, which began in 2012, focuses on the widening of Broadway and improving sidewalks, bike lanes, streetscape, and other engineered aspects of the corridor. Construction of the new roadway is anticipated to begin in 2019.

Besides zoning standards and adopted land use plans, multiple documents involving visioning, corridor history, and revitalization and economic development were referenced in developing this PAD document and are included in Part 3. Table 2. Reference Documents Used in Preparation of the PAD Zone Plan.
Exhibit 1. Location Map

Acreage: Approx. 1.87 AC
Assessor’s Parcel’s Identification Numbers:
12412001A, 124072060, 12407211B,
124072070, 12407218A, 124072170

Legend
- Site Boundary
- Township, Range & Section

Document Name: LocationMap
B. Broadway Volvo Planned Area Development (PAD) Zone Goals
This PAD develops guidance, using available documents documenting community stakeholder input, for achieving a mixed use development on the PAD site that meets the following goals:

- Is both compatible and supportive of surrounding land uses, like the Lost Barrio Tucson and the Miles and Barrio San Antonio neighborhoods; surrounding historic character; and, local multi-modal features, namely the Arroyo Chico Greenway, the Diamondback (Rattlesnake) Bridge, the future Park Avenue Bike Boulevard, and the connections to downtown, the University of Arizona, nearby neighborhoods, businesses, and public facilities;
- Achieves a successful multimodal, transit-oriented use along the Broadway corridor; and,
- Supports implementing major gateway route standards and features at this unique location on Broadway.

C. Plan Conformance for the Broadway Volvo Planned Area Development (PAD) Zone
The Broadway Volvo PAD Zone envisions a mixed-use infill project that complies with Plan Tucson and Arroyo Chico Area Plan (ACAP) policies in accordance with the Unified Development Code’s Sec. 3.5.5.C.1 (Application Processing and PAD Establishment).

The PAD zoning allows a property owner to establish zoning that has distinct standards that apply to the constraints and opportunity of the site and its surroundings more effectively than general zoning standards. With the on-going development of the Broadway: Euclid to Country Club Improvement Project, a land use that encourages transit-oriented development represents the most efficient and effective way to compliment both transportation and land use planning in this area. Additionally, the PAD continues the vision of the 2014 Visioning Workshop to pursue mixed use infill on the site. A PAD rezoning is consistent with the land use guidance from these efforts and proposes land uses and design standards tailored for corridor infill development.

This PAD has been developed to be in conformance with the following:

Plan Tucson - Plan Tucson is the City of Tucson’s General & Sustainability Plan, which was ratified by voters at the November 5, 2013 General Election and the results declared on November 13, 2013, Resolution #22160. The PAD Zone is in general compliance with the policies and goals of Plan Tucson, specifically the following policies:

- LT1 that addresses an integrated land use and transportation and urban design to optimize mobility and neighborhood character,
- LT2 that encourages interdepartmental communication on land use and transportation decisions,
• LT3 that supports opportunities to locate development near transit, encourages bicycling and walking, adds to multi-modal choices, develops high density residential near transit corridors, and
• LT4 that ensures sensitive design in context with surrounding scales and intensities of development.

**Future Growth Scenario Map** – The Broadway Volvo PAD Zone is designated a Mixed Use Centers Building Block within the Future Growth Scenario map that is intended to be an illustrative representation (see Exhibit 2). A Mixed Use Centers Building Block is described in Plan Tucson as follows: “Mixed-use centers combine a variety of housing options, retail, services, office, and public gathering places, located close to each other, providing occupants of the center and the residents and workers in the surrounding neighborhoods with local access to goods and services. Public transit, bicycles, and walking will get priority in these areas although cars will still play an important role. Existing examples in Tucson include Williams Centre, Gateway Centre, and the Bridges.”

**Major Streets and Routes (MS&R) Plan** - Broadway Boulevard is designated as a Gateway Arterial in the Major Streets and Routes Plan. Gateways are routes undergoing both street improvements and land use development and which are heavily traveled by residents and visitors. The appearance is important in contributing to a pleasant driving experience and creating an overall positive visual environment for Tucson. The zoning and development standards within this PAD document comply with the MS&R for gateway routes.

**Arroyo Chico Area Plan (ACAP)** - The subject property is within the ACAP’s Industrial Area 1 (see Exhibit 3). The land use designations include approximately the north half of the rezoning site as ‘Park Industrial or Commercial Uses’ and the southern half of the site designated as ‘Light Industrial or Commercial Uses.’ The Industrial Area 1 commercial use designations can include high density residential. Both the current C-3 zone on the northern half of the property and the PAD’s base OCR-1 zone allow for multi-family residential development as well as various infill-related commercial uses. The PAD Zone will allow the southern half of the subject rezoning site to also have a mixed use opportunity to compliment the transportation planning for the Broadway: Euclid to Country Club Improvement Project.

In the ACAP’s Commercial Policy section, Policy 2.C states, “Encourage office and high density residential uses along arterial streets between major intersections.” The PAD complies with the land use designation and this particular policy that is made more current by the on-going Broadway: Euclid to Country Club Improvement Project.
Exhibit 2. Plan Tucson Future Scenario Growth Map Building Blocks near Broadway Volvo Site Location
Exhibit 3. Area and Neighborhood Plans
Exhibit 4. Neighborhood Associations and Historic Districts
PART 2 – SITE ANALYSIS

A. Historical Background and Existing On-Site Development

1. Historical Background of 930-948 East Broadway Boulevard

930-948 East Broadway Boulevard originally served as Wigglesworth Volvo. It was expanded numerous times between 1963 and 2000. During the 1990s, the business name changed, becoming Broadway Volvo, and remained a car dealership until 2008.

The earliest portion of 930-936 E Broadway was built in 1963. It includes a large commercial warehouse building with box-like massing and no ornamentation, and is not visible from Broadway. The current modernist, streamlined façade and canopies were added to the building in the late 1970’s. Smaller, utilitarian additions were also added to the rear of the building in the early 2000s.

As the map in Exhibit 4 shows, 948 E Broadway is a small square building that was built in 1945 and once served as an office.

Exhibit 5. Year Built Data for Structures on 930-948 E. Broadway
Both 930-936 E and 948 E Broadway were evaluated as part of the Historic Buildings Inventory conducted for the Broadway: Euclid to Country Club Improvement Project. The evaluators recommended that these buildings be considered eligible as contributors to a potential and/or future National Register of Historic Places Historic District, but not ‘individually eligible’ to the National Register as single, stand-alone properties.

Subsequent to publishing the Phase 1 Draft Historic Buildings Inventory Report, further evaluation was done regarding the property’s determination as ‘historic contributor’. Plans submitted by a local architect illustrated that there is little remaining of the original 1963 buildings, as the development chronology in Exhibit 4 substantiates, and that the additions over time have resulted in a building that reads as 1970s Modern style. In context with the rest of the project corridor, the youngest building evaluated to be eligible other than the Broadway Volvo building dates to 1964; every building constructed during the 1970s was evaluated to be ineligible.

On September 18, 2017, as part of the Phase 2 Final Historic Buildings Inventory Report update, the historic status on the inventory form for 930-936 E Broadway was amended to ‘ineligible’ due to loss of integrity and the State Historic Preservation Office concurred with this determination of eligibility. The Historic Property Inventory Forms and the SHPO concurrence memo are included in Appendix E.
Exhibit 6. Existing Development

- The Mark, Future Multi-story Student Housing C-3
- Office/Warehouse C-3
- Locally owned businesses C-5
- Office Max C-3 / I-1
- Welcome Diner C-3
- Betts Printing I-1
- Last Barrio Tucson I-1
- Del Taco C-3
- Greyhound Bus Station I-1
- Vacant I-1
- Residential I-1

Legend

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<th>PARCELS:</th>
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<tbody>
<tr>
<td>12412001A, 124072060, 12407211B, 124072070, 12407218A, 124072170</td>
</tr>
</tbody>
</table>

1 inch = 200 feet
B. Existing Zoning and Land Uses

The Broadway Volvo site is immediately surrounded by a variety of zoning and uses, as Exhibits 7 and 8 depict.

1. Existing Zoning and Special Financing District
   - North – C-3 zone undeveloped parcels
     - Rio Nuevo Multipurpose Tax Incentive Financing (TIF) District
   - South – I-1 zone undeveloped parcels and printing business
   - East – C-3 zone learning center
   - West – C-3/I-1 zone restaurant and office supply store

Exhibit 7. Zoning and Special Financing District Map
2. Government Property Lease Excise Tax (GPLET) Area

The property is within the boundaries of the GPLET. The GPLET can provide up to eight (8) years of property tax abatement. This incentive is available for projects located in the Central Business District that result in a property value increase of at least 100%. The amount abated cannot exceed the economic benefit created by the project. To become “government property” the City will take ownership of the property for the duration that the owner wishes to be relieved of tax obligations.

Exhibit 8. Government Property Lease Excise Tax (GPLET) Incentive Area Map
3. Neighborhood Character
   
   The following descriptions relate to the distinct character of the uses surrounding the PAD Zone (see Exhibit 6).

   a. The “Lost Barrio Tucson” Warehouse Shopping District
      To the southeast of the subject site is the ‘Lost Barrio Tucson,’ which is a warehouse shopping district within three blocks on both sides of Park Avenue. It includes shops and galleries and is part of the Barrio San Antonio neighborhood. The galleries specialize in antiques and home accessories, hand crafted furniture, fine art, rugs and folk art. This area continues to be a destination shopping area for the entire City.

   b. Barrio San Antonio
      Within Barrio San Antonio are single family residential areas and also the Lost Barrio shopping district, Cox Communications, Tucson, Mission Linen, and other businesses. The barrio is also home to a Civano Demonstration Project, that is, a collaborative partnership of University of Arizona, City of Tucson and Pima County with the goal of building prototypical sustainable low cost residences.

   c. Arroyo Chico Wash/Arroyo Chico Greenway
      The Arroyo Chico Wash along the northern boundaries of the neighborhood has been transformed into retention basins and public spaces. Thus, the neighborhood is also located along the Arroyo Chico Greenway that is a developing urban trail which is planned to link the City’s Downtown area, the University of Arizona, and Reid Park. The City's historic Downtown center, Armory Park Historic Residential District, Miles Neighborhood, Rincon Heights and other historic neighborhoods are other well-known places bordering Barrio San Antonio.

   d. Miles Neighborhood
      The Miles Neighborhood’s western commercial edge touches Park Avenue directly east of the subject rezoning site. It is north of the Arroyo Chico Wash and west of Kino Parkway. It is primarily a single family residential neighborhood with some small shops along Broadway Boulevard. Its most famous building is the historic Miles School originally built in 1928. The Miles Neighborhood Plan was adopted by Mayor and Council on November 17, 2009.

   e. North of Broadway Boulevard
      Directly north of the site is a Broadway Boulevard landscaping buffer area that is an extension of the overall infrastructure environment of the intersection with State Route 201. Immediately north and to the west is the southern edge of the National Register historic neighborhoods of Iron Horse and Pie Allen. To the northeast of the Broadway and Park Avenue intersection is the southwest corner of the Rincon Heights Neighborhood which also has National Register Historic
status. A block of property directly north of the rezoning site is zoned C-3 to the south, C-2 to the west and R-3 to the north and is largely undeveloped but recently is being proposed as a multi-story student housing complex.

f. Southeast Industrial Area
To the southeast are multiple vacant properties along with the Central City Business Park, which includes various University of Arizona offices and laboratories as well as other indoor park industrial uses.

g. Commercial Area to the West
Along the western border of the site in a redeveloped Sambo’s restaurant built in 1964 is the Welcome Diner that has been open since 2016. Farther west is an Office Max, an office supply store, and a Del Taco chain restaurant.

C. Public, Educational and Community Facilities
The PAD Zone is surrounded by a number of public, educational, and community facilities, as Exhibit 9 illustrates. A 2-mile buffer is included to show the concentration and relative location of these facilities from the property.
Exhibit 9. Map of Community Facilities
D. Existing Transportation and Circulation

1. Adjacent Roadways

The Broadway Volvo PAD Zone is bordered on the north by Broadway Boulevard, Tyndall Avenue on the west, Park Avenue on the east, and 12th Street on the south. McKey Street runs east-west through the PAD Zone.

The Broadway: Euclid to Country Club Improvement Project is a two-mile roadway widening funded through a combination of Regional Transportation Authority (RTA) half-cent sales taxes, 1997 voter-approved Pima County Transportation bonds, and the City of Tucson’s Development Impact Fees. The project is in design and nearing completion. For this 2-mile segment, the road will become a 6-lane arterial with bus pullouts, medians, sidewalks, landscaping, and striped 6’ bike lanes.

- Broadway Boulevard at this location will only be undergoing slight widening near Park Avenue eastward, where it currently narrows down to 4 lanes plus center turning lane. Broadway is a high-ridership bus route.
- 12th Street that is a local street next to the rezoning site and extends westward across Euclid Avenue into a cul de sac surrounded by automotive body repair business and an entry point to the Diamondback (Rattlesnake) Bridge. There is presently no crosswalk at this point for pedestrians or cyclists. It is a designated bike route.
- Tyndall Avenue is a local street that ends south of Broadway at 12 Street. North of Broadway, Tyndall connects to and goes through the University of Arizona campus.
- Park Avenue is a local street south of Broadway and remains a local street entrance into Barrio San Antonio Neighborhood to the east side of the PAD Zone; to the “Lost Barrio Tucson” Warehouse District to the south along the west side of Park Avenue; and to Project MORE High School and TUSD School District Offices before the street ends and connects with the Aviation Bikeway. Park Avenue between 5th/6th Street and Mill Street is a designated future Bike Boulevard. It is also a designated bike route.
- McKey Street cuts through the PAD Zone site, and is currently used for refuse collection and light traffic. This shared use of the street by neighboring property owners requires that any future assemblage or privatization of this street take into consideration their needs.

2. Current and Future Right of Way

Measuring between property lines on either side of Broadway Boulevard, the existing right of way ranges from 155 feet at Tyndall Ave and Broadway Boulevard to 176 feet on the east at Park Ave and Broadway. The future roadway will be within the existing right of way. Furthermore, the adoption of this alignment into the Major
Streets & Routes Plan removes the related setbacks previously required to accommodate future right-of-way needed for roadway expansion.

3. Access Points
The rezoning site’s northern property bordering Broadway Boulevard has access points onto Broadway and Park Avenue to the east.

The southern lots are vacant and have potential access onto either McKey Street to the north or 12th Street to the south.

### Table 1. Roadway Characteristics

<table>
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<tr>
<th></th>
<th>Broadway Blvd</th>
<th>12th St</th>
<th>Tyndall Ave</th>
<th>Park Ave</th>
<th>McKey St</th>
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<td></td>
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Exhibit 10. Multimodal Transportation Connections
4. Alternate Modes of Transportation

**Transit:** The area adjoining the rezoning site is planned for six lanes with bus pullouts. Bus stops are adjacent to the site. The 2009 Pima Association of Governments *High Capacity Transit System Plans* shows the Broadway Boulevard segment with future Bus Rapid Transit and/or Light Rail, and an eastern expansion of the modern streetcar that extends to El Con Mall. The site is also within walking distance of the Greyhound Bus Station on Euclid Avenue.

**Bike/Multi-Use Paths:** Park Avenue is designated a future Bike Boulevard in the *City of Tucson’s Bike Boulevard Master Plan*. Broadway, Park Avenue, and 12th Street are designated bike routes. Both the Rattle Snake Bridge and Arroyo Chico Greenway bike/pedestrian trails are accessible from this location.

**Crossings:** Intersection improvements at Euclid Avenue and installation of a Bike HAWK at Park Avenue support safe pedestrian crossings.

According to *Broadway Corridor Project: Existing Conditions Report* (November 2012), residents in the Broadway Corridor commute to their jobs using alternate modes at relatively higher rates than the rest of the City, especially near the University, by the following percentages: transit at 12%, bicycle at 11% and on foot up to 35%.

5. Major Streets and Routes

Broadway Boulevard is a major arterial on the Major Streets and Routes Plan (MS&R Plan). On January 20, 2016 (effective February 20, 2016), the Major Streets and Routes Plan map was amended to reflect the alignment approved by the Mayor and Council for Broadway Boulevard, between Euclid Avenue and Country Club Road (Resolution # 22518).

Broadway Boulevard is designated as a Gateway Arterial in the Major Streets and Routes Plan. Gateways are routes undergoing both street improvements and land use development and which are heavily traveled by residents and visitors. The appearance is important in contributing to a pleasant driving experience and creating an overall positive visual environment for Tucson.

Gateways create major routes to regional employment centers, shopping areas, recreational areas, and transportation centers which are used by residents and visitors. The purpose of this designation is to improve the appearance of the built environment through the use of standards for the design and landscaping of the roadway and adjacent developments. These standards guide new construction, so over time the appearance of the streetscape is improved.

The zoning standards for gateways involve drought tolerant landscaping, locating parking at the side or rear, screening outdoor storage, waste facilities, and loading
areas. Gateways should also have attractive signage programs. These issues are addressed below in Part 3, in Planning Considerations.

E. Existing Map of Local Hydrology

A Letter of (Floodplain) Map Revision (LOMR) was recorded with and approved by Federal Emergency Management Area (FEMA) based on drainage improvements completed through several projects (see Appendix F). This has had the effect of taking the Broadway Volvo rezoning site out of the federal floodplain.

Flood status of the site was revised per the LOMR Case No.: 15-09-2298P (Effective Date: June 16, 2016). The subject parcels including the rezoning site are not located within a Special Flood Hazard Area (SFHA) or high-risk flood zone. The outcome is that the Broadway Volvo PAD Zone is no longer within the federal floodplain. See Exhibit 11. Map of Flood Hazard Zone.

Local flood waters are contained within the local storm drain system. Portions of the existing storm drain culverts pass beneath the north side of the affected parcels.
Exhibit 11. Map of Flood Hazard Zone
F. Off-Site Views

The proposed PAD Zone is just outside the downtown, with views of the tall buildings downtown and the Diamondback (Rattlesnake) Bridge to the west, and lower density commercial and residential to the east, and to the north. Vacant land and larger-scale commercial buildings are seen directly south of the property. Photos of the project site are shown in Exhibit 13. Off-site Views. Exhibit 12. Photo Key for Off-site Views indicates the location from which the photos were taken.

Exhibit 12. Photo Key for Off-Site Views
Exhibit 13. Off-Site Views

1. View from the northwest corner of the property looking westward on Broadway Boulevard.

2. View directly north from northwest corner of the property across Broadway Boulevard. This property is planned for construction as “The Mark”, an 8-story, 154 unit student housing project.

3. View from the northeast corner of the property looking northward at the intersection of Broadway Boulevard and Park Avenue.
4. View from the east side of the property looking eastward off of Park Avenue.

5. View from the southwest corner of the northern properties looking westward along McKey Street.

6. View from south edge of the northern properties looking directly south into the southern properties on McKey Street.
7. View from McKey Street at the south boundary of the northern properties and the north boundary of the southern properties.

8. View from the southern properties on 12th Street looking directly south.
PART 3 – PLANNED AREA DEVELOPMENT DISTRICT

A. Planning Considerations

The Broadway Volvo Planned Area Development (PAD) Zone proposes a mixed-use infill site based on the OCR-1 zone to allow for uses, buildings, development features, and open space to create a transit-oriented and pedestrian-oriented development (see Exhibit 14. Conceptual PAD Zone Plan, Table 2. Permitted Uses, and Table 3. Prohibited and Special Exception Uses). This development can act as a gateway land use for the community as they enter the city’s Downtown Area to the west, or as a gateway to the Broadway Corridor to the east. It could also act as a gateway to the Lost Barrio Tucson Warehouse Shopping District to the south.

The location has ideal features for a place-making site along the Broadway Corridor.

This PAD develops guidance, using available documents documenting community stakeholder input, for achieving a mixed use development on the PAD site that meets the following goals:

- Is both compatible and supportive of surrounding land uses, like the Lost Barrio Tucson and the Miles and Barrio San Antonio neighborhoods; surrounding historic character; and, local multi-modal features, namely the Arroyo Chico Greenway, the Diamondback (Rattlesnake) Bridge, the future Park Avenue Bike Boulevard, and the connections to downtown, the University of Arizona, nearby neighborhoods, businesses, and public facilities;
- Achieves a successful multimodal, transit-oriented use along the Broadway corridor; and,
- Supports implementing major gateway route standards and features at this unique location on Broadway.

The September 2014 Visioning Workshop is the most relevant public meeting that gathered input about the potential reuse of the Broadway Volvo site. The Workshop brought together local and community stakeholders that made suggestions to ensure that future development of the rezoning site through a PAD serves as a gateway, advances the opportunity of integrating nearby vacant lands to inspire a larger well-designed infill site, honors existing development, and creates the opportunity of an interesting destination attracting the community to enjoy (see Appendix C).

The Visioning Workshop imagined a bike and pedestrian friendly area with potential improvements to local interior streets. The site was viewed as capable of accommodating multi-story buildings in the range of five to seven stories with adjustments along Park Avenue and 12th Street. High density residential, hotels, artist studios, local groceries and similar infill type commercial uses appeared to be appropriate.
Uses such as big box development, gas stations, and auto-oriented uses that include auto repair, services, and sales were not desirable. Table 4. *Prohibited Uses and Special Exception Uses* incorporate these concerns into the PAD.

### B. Building Height

Exhibit 14. *Conceptual PAD Zone Plan* provides a conceptual plan for building heights and massing, as well as locations for a Monument treatment, streetscape, and an alleyway treatment that can support potential pedestrian, commercial, and ground-level activities.

- Broadway Boulevard Frontage – 7 stories (90 feet).
- Park Avenue Frontage – 7 stories (90 feet). From the property line within 20 feet the building height shall not exceed two stories (30 feet).
- 12th Street Frontage – 7 stories (90 feet). From the property line within 20 feet the building height shall not exceed two stories (30 feet).

Exhibit 15. *Extended PAD Rezoning Area as a Result of Future Broadway Roadway Improvements* illustrates the future roadway improvements that will be made to Broadway Boulevard. Highlighted is the new future Right-of-Way, which the PAD Zone extends to.
Exhibit 15. Extended PAD Rezoning Area as a Result of Future Broadway Roadway Improvements
**Table 2. Permitted Uses\(^1,2\)**

<table>
<thead>
<tr>
<th>Land Use Types per the Unified Development Code (UDC)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Civic Land Use Group</strong></td>
</tr>
<tr>
<td>Civic Assembly</td>
</tr>
<tr>
<td>Cultural Use</td>
</tr>
<tr>
<td>Education Use:</td>
</tr>
<tr>
<td>Instructional School</td>
</tr>
<tr>
<td>Postsecondary Institution</td>
</tr>
<tr>
<td>Religious Use</td>
</tr>
<tr>
<td><strong>Commercial Services Group</strong></td>
</tr>
<tr>
<td>Administrative and Professional Office</td>
</tr>
<tr>
<td>Alcoholic Beverage Service, Excluding Large Bar</td>
</tr>
<tr>
<td>Entertainment, Excluding Large Dance Hall</td>
</tr>
<tr>
<td>Food Service, Excluding Soup Kitchens</td>
</tr>
<tr>
<td>Personal Services</td>
</tr>
<tr>
<td>Traveler’s Accommodation, Lodging</td>
</tr>
<tr>
<td><strong>Industrial Land Use Group</strong></td>
</tr>
<tr>
<td>Craftwork</td>
</tr>
<tr>
<td><strong>Residential Land Use Group</strong></td>
</tr>
<tr>
<td>Single-Family Dwelling; Attached Multifamily</td>
</tr>
<tr>
<td>Development: Residential Care Services, Adult</td>
</tr>
<tr>
<td>Care or Physical and Behavioral Health Services:</td>
</tr>
<tr>
<td>Unlimited # of Residents</td>
</tr>
<tr>
<td><strong>Retail Trade Land Use Group</strong></td>
</tr>
<tr>
<td>Food and Beverage Sales, excluding Large Retail</td>
</tr>
<tr>
<td>Establishment</td>
</tr>
<tr>
<td>General Merchandise Sales, excluding Large Retail</td>
</tr>
<tr>
<td>Establishment</td>
</tr>
</tbody>
</table>

**Table 3. Prohibited and Special Exception Uses\(^1,4\)**

<table>
<thead>
<tr>
<th>Land Use Types per the Unified Development Code (UDC)</th>
<th>Prohibited</th>
<th>Special Exception</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automotive(^3,4)</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Convenience Store with Gasoline Sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billboard</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Residential Land Use Group(^5)</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Group Dwellings per Sec. 5.12.6.K (UDC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Trade Land Use Group</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Food and Beverage Sales, Large Retail Establishment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Merchandise Sales, Large Retail Establishment</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
1. Land use types are from the OCR-1 zone uses and are consistent with PAD goals.
2. Mixed Uses are limited to a combination of residential and any other uses listed in the Permitted Uses table above.
3. Auto-oriented uses such as display, sales, rental, and services are prohibited.
4. An accessory use that is consistent with infill development and approved by the PDSD Director may be allowed.
Additional resources to the 2014 Visioning Workshop were referenced in developing this PAD guidance, listed in Table 4. Reference Documents Used in Preparation of PAD Zone Plan.

**Table 4. Reference Documents Used in Preparation of PAD Zone Plan**

<table>
<thead>
<tr>
<th>Document</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Tucson: The City of Tucson’s General and Sustainability Plan</td>
<td>City-wide</td>
</tr>
<tr>
<td>Major Streets &amp; Routes Plan</td>
<td>City-wide</td>
</tr>
<tr>
<td>High Capacity Transit Plan (2009)</td>
<td>Region-wide</td>
</tr>
<tr>
<td>City of Tucson Bike Boulevard Master Plan</td>
<td>City-wide</td>
</tr>
<tr>
<td>Arroyo Chico Area Plan</td>
<td>Area-specific</td>
</tr>
<tr>
<td><strong>Broadway Volvo</strong></td>
<td></td>
</tr>
<tr>
<td>Broadway Volvo Redevelopment – Review of Area and Neighborhood Plans</td>
<td>Site-specific</td>
</tr>
<tr>
<td>September 18, 2014 Broadway Volvo Visioning Workshop</td>
<td>Site-specific</td>
</tr>
<tr>
<td><strong>Broadway: Euclid to Country Club Improvement Project Documents</strong></td>
<td></td>
</tr>
<tr>
<td>Phase 1 Draft Historic Buildings Inventory Report (2012)</td>
<td>Project area-specific</td>
</tr>
<tr>
<td>Phase 2 Final Historic Buildings Inventory Report (2017)</td>
<td>Project area-specific</td>
</tr>
<tr>
<td>Existing Conditions Report: Land Use, Urban Form, and Significant Structures</td>
<td>Project area-specific</td>
</tr>
<tr>
<td>Citizens Task Force Mission, Vision, and Goals</td>
<td>Project area-specific</td>
</tr>
<tr>
<td>Broadway Boulevard Corridor Revitalization White Paper</td>
<td>Corridor-specific to Broadway</td>
</tr>
<tr>
<td><strong>Relevant Processes that Can Inform Future Development</strong></td>
<td></td>
</tr>
<tr>
<td>Broadway Boulevard Project: Vision of Place for Land Use in Broadway Corridor Area between Euclid Ave and Country Club Rd</td>
<td>Preliminary Draft for Internal Review dated January 18, 2017</td>
</tr>
<tr>
<td>Project for Public Spaces Project</td>
<td>Underway</td>
</tr>
</tbody>
</table>
C. Building Design Standards

Preferred First Floor Uses. The first floor of buildings facing Broadway Boulevard and Park Avenue are preferred to include commercial retail, restaurant, or a similar use.

Scale-defining Architectural Elements. All new construction shall provide scale-defining architectural elements or details at the first two floor levels, such as windows, spandrels, awnings, porticos, cornices, pilasters, and columns.

First Floor Permeability. Every commercial use shall provide windows, window displays, or visible activity within and adjacent to the building at the ground level, with a minimum of 50% of the building frontage providing such features.

Architectural Relief. A single plane of a façade at the street level may not be longer than 50 feet without architectural relief or articulation by features such as windows, trellises, and arcades.

Pedestrian-Scaled Lighting. Building facades design shall include pedestrian-scaled, down-shielded, and glare controlled exterior building and window lighting.

Front Doors. The front doors of all commercial and government buildings shall be visible from the street and visually highlighted by graphic, lighting or canopies.

D. Shade

Shade shall be provided for at least 50% of all sidewalks and pedestrian access paths as measured at 2:00pm on June 21 when the sun is 82 degrees above the horizon. Incorporating shade for 70% or more of site features such as parking areas, pedestrian, areas, and short-term bicycle parking facilities may count towards the five items required from the Environmentally Conscious Design Practices listed in Section R.

Shade may be provided by trees, arcades, canopies, or shade structures provided their location and design characteristics are compatible with the architectural integrity of the building. The use of plantings and shade structures in the City’s right of way is permitted to meet this standard with the approval of the Tucson Department of Transportation (TDOT). The shade provided by a building may serve to meet this standard.

Exception. The Tucson Planning and Development Services Department (PDSD) Director may approve for less than 50% shade where compliance is not feasible due to the project site’s location and or building orientation and the applicant has made a reasonable attempt to comply with this standard.

E. Parking

The existing and planned multi-modal transportation facilities connecting to this site or that are nearby underscore the need to utilize mobility-oriented design considerations. The site should address needs of pedestrians, cyclists, transit riders, and users of ride-
hailing services provided by taxis and transportation network companies (TNCs), in addition to drivers of vehicles accessing the site.

Required vehicle and bicycle parking may be designed in accordance with UDC Section 7.4.5.A (Individual Parking Plan), which must be turned in at the time a developed package is submitted to PDSD. Section 7.4.5.A.3 does not apply to the subject property.

Bike parking shall be provided where motor vehicle parking is provided. The PDSD Director may reduce bike parking depending on the use, setting, intensity of the project, and the existing availability of bike parking.

Parking spaces may be located on-site or off-site within ¼ mile of the project site under a shared parking arrangement approved by the City.

Tandem Parking is allowed, if being used for a car-share.

Including car-share and bike-share systems can be used to reduce parking requirements through an Individual Parking Plan (IPP).

Implementation of programs and features on site that support the use of alternative transportation options – such as Car Share or Bike Share programs, direct connections to transit stops, and bike parking garages – may count as a point of the five needed for the required Environmentally Conscious Design Practices listed in Section R.

Changes of use and expansions of existing structures may use the site’s current parking configuration.

If a parking structure is used, the first floor shall be screened from view and shall be designed so that it may be converted to first floor retail and/or residential at a later date.

Parking shall be located in the rear or side of the buildings or in a location out of view of the street.

F. Pedestrian Access / Pedestrian Pass-throughs

Alternative pedestrian access that creates connectivity between public entrances to the project and abutting sidewalks may be allowed as long as no safety hazard is created. All pedestrian access shall conform to the accessibility standards of the City of Tucson’s Building Codes.

Pedestrian pass-throughs are public or private accessways, or pedestrian connections, that extend the public realm of the street sidewalk by allowing pedestrians access between buildings or through parcels where a local street is not feasible or desirable. Buildings may side on to a pedestrian pass-through, although pedestrian amenities are
provided to create an inviting and safe space. Pedestrian pass-throughs are encouraged to allow easier access to the site from sides other than building front, and to support more direct access to transit stops. See the list of Environmentally Conscious Design Practices listed in Section R for related practices.

Exhibit 16. Examples of Pedestrian Pass-throughs

G. Alleyway / Shared Street
This PAD supports a comfortable, active, and secure pedestrian environment. Property fronting alleyways and pedestrian lanes should have interesting treatments, such as landscaping and wall art. Alleys are opportunities for spillover activities from the ground level commercial activity of the principal uses. Design and future use should consider how the alleyway can support these activities. ‘Shared Street’ design concepts like those included in the National Association of City Transportation Officials’ Urban Street Design Guide allow for pedestrian, commercial, and ground-level activities.

Privatization or assemblage of the alleyway will require coordination with neighboring property owners and tenants (see City of Tucson Real Estate Office Public Information web site and forms, found online at: www.tucsonaz.gov/real-estate/public-information.

H. Loading Zones and Solid Waste Disposal
Off-street loading zone standards may be reduced or waived if PDSD and TDOT determine that no traffic safety issue is created and is screened as deemed appropriate.

On-site refuse collection container standards governing access, type, and location may be modified if the Environmental Services Department determines that no public health or traffic safety issue is created.
Potential nuisances such as odors or vibrations or noisy areas shall be oriented away from residences in the general area. The negative impacts shall be mitigated using techniques such as placing service areas for loading and garbage disposal between the developing site’s buildings, behind opaque barriers, or by using architectural or landscaping treatments. The areas shall be design to reduce noise, emission of offensive odors or vibrations to owners or occupants of adjacent properties.

I. Plazas and Open Space
Five percent of the gross floor area of new construction shall be provided in public plazas or courtyards. Open space plazas art to be landscaped outdoor areas designed to accommodate multiple uses and large gatherings of people for performing arts to smaller gatherings. The requirement may be waived by the PDSD Director upon a written finding that the development enhances the pedestrian environment even with a smaller percent or elimination of the requirement.

J. Gateway Monument
The northeast corner of the subject property should be considered a priority for open space and a public monument highlighting the property as being at the gateway to the Downtown as well as a gateway to both eastern Broadway Boulevard and the Lost Barrio Tucson Warehouse Shopping District.

The monument should emphasize the individual character and history of the local neighborhood as well as the concept of continuity for the Broadway Boulevard corridor. The monument may include such features as solar lighting, shade structures, street furniture, street light attachments and bus stop related amenities.

The monument shall be coordinated with TDOT and its efforts toward related artworks that compositionally and thematically form a whole and add unity to the art opportunities along the Broadway Boulevard.

K. Sidewalk and Landscaping Standards
Landscaping on site within the development or along the street shall be selected from drought-tolerant species. Plant selection depends on a careful evaluation of specific site conditions. Local nurseries that have a history of providing plants that work in harmony with Tucson’s local conditions should be consulted before selection and planting. Along Broadway, and the connecting side streets, complementary landscaping and streetscape treatments selected through the Broadway: Euclid to Country Club Improvement Project shall be used. The use of 100% desert-adapted plant species and installation of vegetated “green walls” may count as a point of the five needed for the required Environmentally Conscious Design Practices listed in Section R.

Landscaping using trees along bike routes shall be approved by the TDOT to remove constraints to cyclists.
Trees should be selected and located so that they provide a 5-foot wide and 7-foot high clear safety zone.

A minimum 3-foot wide area is needed for the planting of a shrub or tree. The mature edge of any shrub or ground cover shall be 2-foot clear of the sidewalk edge; and cacti, yuccas, and agaves shall be planted so that the mature growth is at least 3 feet clear for the sidewalk edge.

Sidewalk width shall meet TDOT standards of 6-foot wide and be ADA-compliant, with at least 3-foot off-set from the curb.

L. Energy and Water Conservation Standards
The PAD development shall follow City water harvesting standards, and use best practices in energy conservation design as recommended by PDSD Building Official, Design Professional, and approved by the PDSD Director. See the list of Environmentally Conscious Design Practices listed in Section R for related practices.

M. Signs
The project shall use the Permanent Master Sign Program in Article 7A of the City of Tucson Sign Standards.

N. Utilities
Any new owner or developer of this site is required to research and conduct due diligence with respect any existing or desired future utilities.

O. Interpretation and Compliance
The Broadway Volvo PAD Zone is governed by the standards within this document. If there is a dispute between a PAD standard and a Unified Development Code standard regarding the same provision, feature, or issue, the PAD standard prevails. All UDC provisions not exempt or replaced by this PAD document continue to apply.

Development and Design Review. The development package shall be reviewed by PDSD and the Design Professional for compliance to the above development and design standards. The Department of Transportation shall approve standards related to the public right of way. The PDSD Director may approve a submittal that complies with all the standards in this PAD document.

The City of Tucson’s Zoning Administrator is the official interpreter of this PAD document.

In addition, unless by a finding of the PDSD Director that public safety and health would be jeopardized, the Broadway Volvo PAD is also exempt from the following:

- Section 5.4 Major Streets and Routes Setback Zone;
- Section 6.3 Minimum perimeter yard standards, maximum lot coverage standard, and minimum lot size standards;
• Section 7.6 Landscaping and Screening Standards; and
• Section 7.7 Native Plant Preservation Standards.

All standards related to grading, water harvesting, civil engineering, outdoor lighting, and building construction on the site shall be in compliance with existing City codes and standards. See also the list of Environmentally Conscious Design Practices listed in Section R for related practices.

**Administration and Enforcement.** The PAD shall be administered and enforced by the PDSD Director. The PDSD Director may approve a submittal that complies with all the standards in this PAD document.

The development package shall be reviewed by PDSD and the Design Professional for compliance to the above development and design standards. The Department of Transportation shall approve standards related to the public right of way.

The PDSD Director may allow minor change to the provisions set forth in the PAD, provided such changes are not in conflict with the goals as expressed in the PAD document. Any changes must conform to the goals of the PAD document.

The following shall be considered to be minor changes:

• Addition of new information to the PAD map or to the text that does not change the intent of a regulation or guideline.
• Changes to the community infrastructure, such as drainage, water, sewer system, which do not have the effect of increasing or decreasing development capacity in the PAD site nor change the concepts of the document.
• The determination that a use be allowed which is not specifically listed as permitted but which may be determined to be transit-oriented and is similar in nature to those uses explicitly listed as permitted.
• Adjustments to the development standards that are in the interest of the community and do not affect health or safety issues.

**P. Amendment Procedures.**

The approved PAD document may be amended through the process outlined in the Unified Development Code Section 3.5.5.J.

**Q. Additional Standards.**

At the time a development package is submitted:

• A traffic impact analysis shall be submitted, if required by the Department of Transportation, and may address if needed traffic calming elements and safety improvements.
• The PDSD Director may require a noise mitigation plan to ensure the design of the proposal does not substantially increase noise above the current ambient levels.
R. Environmentally Conscious Design Practices.
Each development shall include five or more of the following (and the use of item 13 shall count as two toward the five required):

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) or trellises.
12. Provide low-e glass better than the minimum requirement per the International Energy Conservation Code for all windows.
13. Adaptive reuse of an existing structure.
14. Implement Car Share use or Bike Share use.
15. Implement secure bike parking garage.
16. Incorporate innovative design practice such as alternative methods of energy savings or production, reduction in water use, or recycled content site paving materials.
17. Use reclaimed water from municipal source or harvested from mechanical systems and treated for landscaping.