



To: Broadway Citizens Task Force

From: Broadway Project Team

Date: March 5, 2014

RE: Information from 2/27/14 Ward 6 Meeting on Broadway Village Proposed Parking Improvements

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CTF member Shirley Papuga alerted the Broadway project team to the meeting occurring at Ward 6 on February 27, 2014 regarding improvements being proposed for parking to the commercial development. The proposed development involves the demolition of apartments just to the southwest of the existing Broadway Village parking lot, in order to create walled off parking - primarily for employees - that would relieve some of the parking issues experienced today at the site. The Broadway Village has been discussed at the CTF meetings as a successful example of economic and real estate redevelopment. The issues relating to the neighborhood's concern about the proposed parking improvement plan reflect potential concerns that might surface in relation to mitigations proposed for Broadway project designs.

Attached is a summary of the meeting from City of Tucson Office of Integrative Planning staff member Rebecca Ruopp. Phil Swaim from Swaim Associates, Inc., a member of the Broadway project team, also attended the meeting and has provided some considerations for the CTF to consider about the conversation that occurred at the meeting, in relationship to the Broadway project.

**Background:** In Spring, 2011, the Broadway Village property owners filed for a special type of rezoning called a Planned Area Development (PAD). A PAD involves a comprehensive site plan and, when approved by the City of Tucson's Zoning Examiner, can allow different uses on a property than the underlying zoning. The 2011 Broadway Village PAD proposed rehabilitation and expansion of the commercial site, including preservation of existing historic structures, construction of two additional structures totaling 10,000 square feet of additional commercial/office space, redesign of parking, landscaping and pedestrian facilities, on 3.7 acres.

While parking was addressed in the 2011 PAD, the success of the Sushi Garden restaurant - and the resulting need for more parking than was designed for - was not anticipated.

*This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, \$2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at [www.RTAmobility.com](http://www.RTAmobility.com).*

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The current proposal is to create additional parking by demolishing the Americana Apartments building and creating a walled parking area. (See attached site plan. Additional information can be found online at the Broadmoor Broadway Village Neighborhood Association web site:

<http://www.broadmoorbroadwayvillage.com/projects-affecting-our-neighborhood/americana-apartments>).

**Comments and Considerations Applicable for Broadway CTF:**

- There is a need in this situation for more parking. An alternative solution to creating more parking mentioned by attendees included valet parking and using the underused lot across Country Club. This shared parking solution would be a temporary one, and could be possibly dangerous continuously crossing the street (both in cars and as pedestrians).
  - o A consideration regarding this issue of parking is that, if we want to encourage infill and higher density, we need to provide a variety of solutions for parking so that it doesn't spill into neighborhood streets. A promising approach for finding such solutions for rear parking commercial would be to look at areas of town where successful parking strategies are being employed. A couple of examples shared include the one behind the Rincon Market (5<sup>th</sup> St. and Tucson Blvd.), and the platform parking behind Tucson High (6<sup>th</sup> St. and Euclid). CTF members may have additional thoughts about other successful parking lots.
- Parking spilling into the neighborhood is not desired, but the neighborhood also doesn't want the parking lot. This conflict is not an uncommon one, and finding solutions that provide mutual benefit in the end may vary by business/use, and neighborhood. As the Broadway project design creates situations where rear parking may become a solution for the commercial properties impacted, the neighboring residential properties and neighborhoods may have a number of concerns that .
- A concern expressed by an attendee was that, because the existing parking meets the code (the PAD), additional parking could enable them to add more buildings, which the PAD allows for Broadway Village.
  - o The 'P' zoning keeps the property from being developed as commercial in the future. The underlying commercial zoning is 'overridden' by the 'P' (for PAD) zoning designation it has been given.
  - o A parking structure would be allowed under the PAD, but for this site, the configuration would not work.

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- A positive aspect of this proposal is the buffer that is being proposed. The new parking lot is adjacent to the existing, and is only accessed through the existing lot. A barrier between the parking lot and neighborhood will be created.
- The adjacent neighbors to the Broadway Village center expressed that they liked the alley as a buffer. Residents are concerned about a landscape screen's ability to block car lights and control people from cutting through.

There are highlights of various considerations beyond those mentioned in this meeting that apply to discussions of parking abutting neighborhoods. These will need to be discussed as design discussions ensue.