

The SHNA Board of Directors has noted with interest recent events regarding the efforts by Shenkarow Realty Advisors (SRA) to develop the Northwest corner of Speedway and Campbell. In summary, the developer wishes to demolish the existing Palm Shadows apartments and replace it with high-density mixed-use development possibly featuring three towers, two of 10 stories, one of 20 stories, up to 250 feet in height. The largest neighboring building currently is the Aloft Hotel, seven stories tall on the Southeast corner of the same intersection. At the nearby UAMC campus, Banner plans a building about 200 feet tall. To proceed SRA needs an amendment to the University Area Plan (UAP) and then further amendments to the zoning in the area.

At the August 2014 SHNA Board meeting a team representing SRA presented their plans for the development and fielded questions from the Board and from meeting attendees. While the team spoke at length the Board noted that there were many fundamental questions that remained unanswered. These include the ability of existing city infrastructure to handle the increased demands of the proposed development, in particular, traffic, water, and sewage, and the implications of the plan amendment and rezoning effort for the other three corners of the intersection. Some of these questions cannot be addressed authoritatively until further maturation of the development plan. Taking that into account the Board was not satisfied with the degree of candor of the developer team on these topics.

Given the limited amount of information received thus far the Board does not take a position in favor or in opposition to the project at this time. The Board fully reserves its right to take a position and to expound that position when better information has been provided. In the meantime the Board notes the following points of concern:

1. The development is in the area of medical helicopter flights and on the approach to DMAFB. It is not clear how the current medical flight paths west over Speedway and north over Campbell would be altered to avoid

the new building, but any option would route this traffic over residential neighborhoods.

2. SRA noted they had the current right to build large volume structures to 100 feet height without modifications to the UAP or current zoning but has no plans to do so. The Board sees no constructive purpose in positing a thoroughly disagreeable plan when there is no intention to pursue it and takes umbrage at this tactic to engender support for SRA.
3. At the August meeting SRA showed images assuming the University would develop all of its parcels along Campbell to the maximum volume allowed under the existing plan. SRA also claimed its efforts to communicate with the University have been rebuffed and that it has no knowledge of University development plans in this area. This apparent contradiction should be resolved prior to the Board indicating support for the project. The Board notes that in October University of Arizona representative Mr. Macky indicated that future development of UAMC along Campbell would include buildings to heights of 3–7 stories. He also stated that SRA suggested the University either build a parking structure on the southwest corner of the intersection or lease space in the new structure. This indicates much more detailed discussions with the University than disclosed in the August meeting, as well as a desire for additional large scale development along the neighborhood' s boundaries.
4. Implications for the other three corners of Speedway and Campbell were not clearly delineated. The Board is deeply concerned about the precedent this might set regarding similar development along or near the Sam Hughes Neighborhood boundaries.
5. The Board is deeply concerned about traffic implications of the proposed high density urban development adjacent to the neighborhood. The City of Tucson already denotes Campbell and Speedway as a failing intersection; the additional traffic associated with high–density mixed–use development including offices, residential units, and commercial shops could well exacerbate the current problems with congestion and pollution. The Board further notes consistent and prolonged deficiencies in predicting traffic flow on Broadway and the Aviation Parkway. The Board

strongly urges all interested parties to use state of the art traffic science in predicting traffic impact. The Board further asks for extreme case analysis of traffic impact at the earliest opportunity to enable the Board' s effort to reach a fully informed position and to provide guidance to SRA at the earliest possible date.

6. The Board is concerned about the potential for the structure to house a large number of students. While recognizing the positive contribution of the University to the neighborhood, the Board notes with alarm and dismay the significant ongoing and unresolved problems with student housing at University West, for example, residents dropping heavy projectiles onto the adjacent properties, and the much delayed and ineffectual response of the building' s owners and other stakeholders. Despite eight evictions in the last year and three years of engagement from Councilman Kozachik many observers, including this Board, remain concerned that this unacceptable behavior will recur each school year until the building owners take effective measures to prevent them. Therefore the Board recommends that SRA implement from the beginning specific remedies to prevent this type of behavior. Such measures could include zoning, economic, and/or physical barriers intended to prevent importation of University West' s problems to the boundaries of the Sam Hughes Neighborhood.

Given the enumerated concerns, the SHNA Board does not at this time have confidence that the proposed development is either tenable or will have a positive impact on the surroundings and by extension the Sam Hughes neighborhood. Until these concerns are addressed in a credible and quantitative manner the SHNA cannot lend its support to SRA' s proposed development of the Palm Shadows property. Should these concerns remain unresolved the Board may be forced into opposition to the proposed development to secure for its residents their current quality of life. To avoid that outcome the Board wishes to work earnestly with SRA, in a constructive manner, to assure development on the intersection is mutually beneficial to the neighborhood and the developer. SRA is encouraged to make best use of the decades of neighborhood experience the SHNA Board offers to identify

concerns and solutions that would permit sensible and appropriate re-development of the Palm Shadows property.

*Adopted by the Sam Hughes Neighborhood Association Board of Directors, at their regular meeting on 18 August 2015*