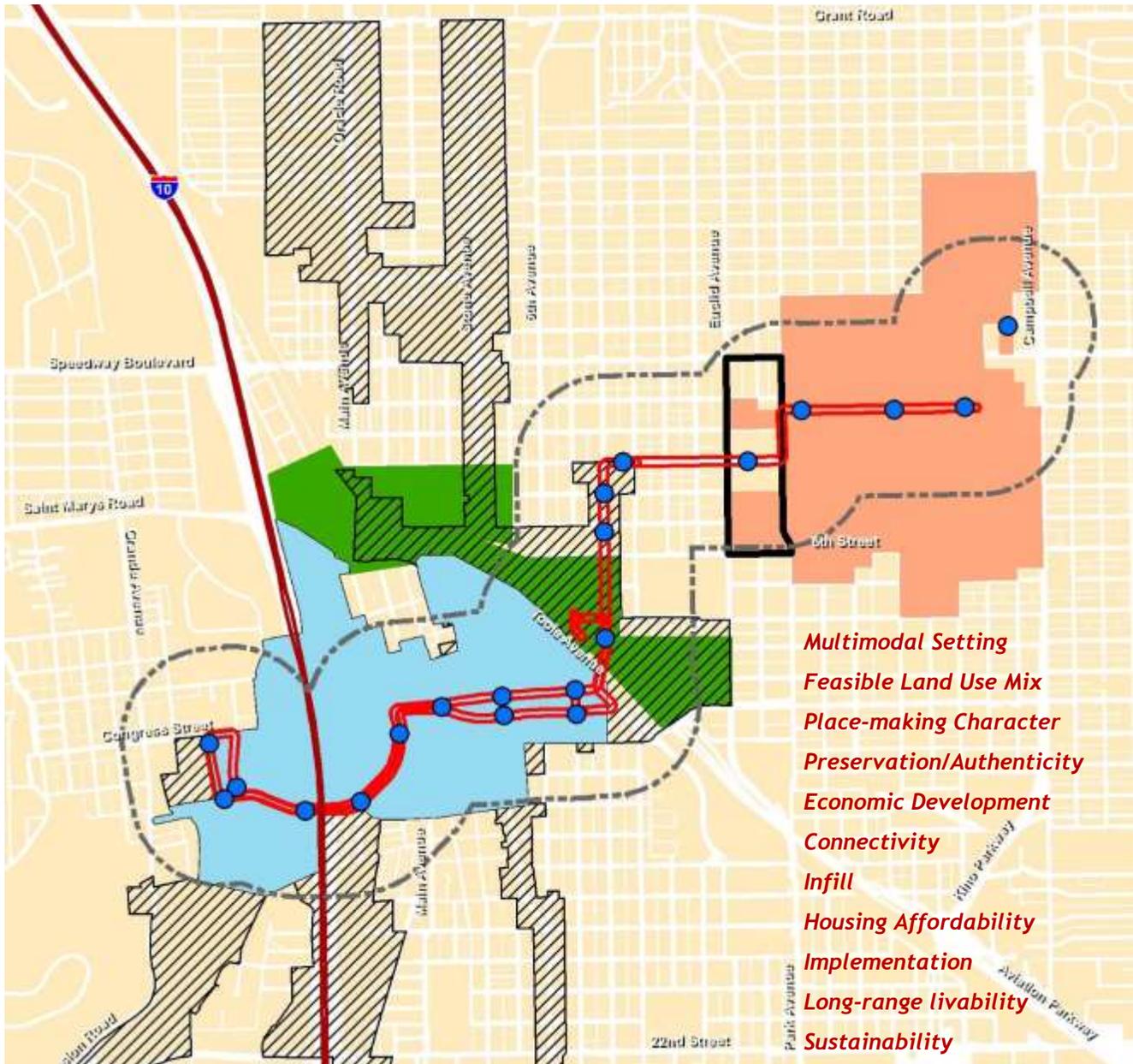


Central Segment (Task 2)



Tucson Modern Streetcar Land Use and Development Implementation Plan

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Analysis and Recommendations for Central Segment Diagnostic Report (Task 2)

The Central Segment Location

The Central Segment of the Tucson Modern Streetcar is depicted in *Exhibit 1: Central Segment Location*. The segment spans north from the 4th Avenue underpass to University Boulevard and continues east to Euclid Avenue. The Central Segment includes two distinct character areas: the 4th Avenue Business District and University Boulevard.

With primarily an infill and redevelopment focus, the 4th Avenue Business District character area is depicted in *Exhibit 2: 4th Avenue Business District Development Opportunities*. This thriving business district offers opportunities for high-quality mixed-use activity nodes, infill development and redevelopment. South of 6th Street and west of 4th Avenue this character area includes the Warehouse Triangle envisioned as a high-intensity district with mixed art-related uses, varied building heights, and amenable streetscapes. East of 4th Avenue is the historic Iron Horse neighborhood, a current National Register District. The 4th Avenue Business District area is a business corridor with a strong pedestrian scale and a variety of locally-owned retail and services. The intersection of 6th Street and 4th Avenue offers opportunities for intensified development at a moderate scale.

The University Boulevard character area is depicted in *Exhibit 3: University Boulevard Development Opportunities*. This character area includes the Historic West University Neighborhood. This character area is almost at full build-out with few scattered parcels available for development. Major opportunities for this area include streetscape and right-of-way enhancements.

Neighborhoods

The West University Neighborhood

The West University Neighborhood is at the center of Education, Arts, Culture and Entertainment in downtown Tucson. Neighbors with the University of Arizona, Pima Community College, Tucson High School and our other historic neighborhoods, Dunbar Spring, Feldman's, Iron Horse and Pie Allen, this neighborhood is home to many workshops, studios and galleries of local artists and artisans.

The University of Arizona brings several museums and art galleries to the neighborhood, including the University of Arizona Museum Of Art, the John P. Schaefer Center for Creative Photography and the Arizona State Museum. The Arizona Historical Society's Arizona History Museum and the Postal History Foundation are within the West University Neighborhood. UA Presents brings international performing arts to Centennial Hall just through the UA main gate. The 4th Avenue and Main Gate Square shopping districts offer a variety of shops and restaurants, as well as nightclubs that are venues for both local and touring musicians.

The West University Neighborhood developed in the late 1800's and early 1900's. It was the first major Tucson suburb north of the Southern Pacific Railroad. As Tucson grew, the neighborhood evolved from a suburb to a historic downtown neighborhood. In 1979, the West University Neighborhood Association (WUNA) was established. The 1981 West University Historic District Rehabilitation Plan describes the formation of the association. In 1980, most of the houses and buildings were entered in the National Register of Historic Places. Most of the neighborhood is within a City of Tucson Historic Preservation Zone.

West University has a few transformed Sonoran adobes. The majority of the houses are California bungalows or stuccoed brick houses with pitched roofs. Sidewalks, front porches, and tidy front yards filled with flowers dress up the neighborhood. Sixty blocks strong, this large district features 600 contributing houses, as well as the pedestrian-friendly 4th Avenue Business District.

Iron Horse Neighborhood

Tucson's Iron Horse neighborhood spans from about North 4th Avenue to North Euclid Avenue and from East 8th Street to East Hughes Street. Iron Horse is a recognized National Register District located east of 4th Avenue and north of Broadway. The neighborhood is a lively mix of businesses and artists, short-term students and long-time residents. Closer to downtown, just east of 4th Avenue and north of the Union Pacific railroad tracks, Iron Horse is a railroad neighborhood. Built from about 1890 to 1908, Iron Horse has always been a mix of rentals and small houses in assorted styles from Sonoran adobe to Queen Anne. The Southern Pacific rail employees who once lived there had to obey the “one mile rule”—the train company required them to live close enough to hear the whistle blow, calling them into work. There are 178 contributing properties within the neighborhood.

Iron Horse East (Pie Allen) Neighborhood

East of Iron Horse, in between Euclid and Park Avenues, lie the nine small blocks of Pie Allen, named for an early Tucson merchant. Railroad workers lived here, north of the tracks, in small houses built between 1880 and 1936. At one time, they made up 60% of the neighborhood's population. The remaining historic houses, tucked between student apartment complexes, tend toward the usual period mix of adobe Sonoran transitionals, Queen Annes, and bungalows.

Neighborhood Associations

The West University Neighborhood Association (WUNA)

The West University Neighborhood Association is a non-profit corporation. Its members and board members are neighbors who volunteer their time to improve the neighborhood while protecting its historic resources. The efforts of the West University Neighborhood Association include:

- Assisting neighbors with issues that affect their quality of life.
- Coordinating positions on issues that will impact the neighborhood.
- Holding monthly meetings
- Publishing a bi-monthly newsletter

- Organizing fundraisers throughout the year including the Historic Home Tour and Fourth Avenue Street fair booths.
- Organizing and sponsoring social events. The Spring Easter egg hunt in Catalina Park, the summer potluck on National Night Out, Caroling, and Softball Games.
- Organizing and participating in neighborhood cleanup days.
- Maintaining a close working relationship with the Ward VI Council office, The City of Tucson, The University of Arizona, Tucson Unified School District, The Fourth Avenue Merchants Association, The Marshall Foundation, our surrounding neighborhoods and many other community service organizations.
- Organizing and holding public workshops on community building, neighborhood planning, and other projects that are of importance to the neighborhood.
- Applying for neighborhood improvement grants.
- Developing a community supported neighborhood plan.
- Addressing crime, noise, parking and traffic problems.

Its members are a diverse group many of whom are active in other community activities such as, the Bicycle Advisory Committee, Downtown Links Citizens Advisory Committee, Modern Streetcar Citizens Advisory Committee, Downtown Neighborhood Alliance, Campus Community Relations Committee, Neighborhood Support Network, Tucson-Pima County Historic Commission, and the West University Historic Zone Advisory Board. WUNA has an office and holds monthly board meetings at the Trinity Church at 4th Avenue and University Boulevard.

The Iron Horse Neighborhood Association

Iron Horse Neighborhood Association meetings are held the third Thursday of every month at 6:30 p.m. at the Tucson High Magnet School Cafeteria, located at 400 North Second Avenue. The Iron Horse Neighborhood Association (IHNA) has approved a grant program to help neighbors with a home improvement project. The grant may assist with home improvements, yard clean up, landscaping, or beautification. It can also be for a structural improvement or repair project such as plumbing, electrical, painting, cooling, etc.

The Pie Allen Neighborhood Association

The Pie Allen Neighborhood Association is listed under the City of Tucson Neighborhood resources and provides support to residents and businesses located inside the neighborhood.

Exhibit 1: Central Segment Location

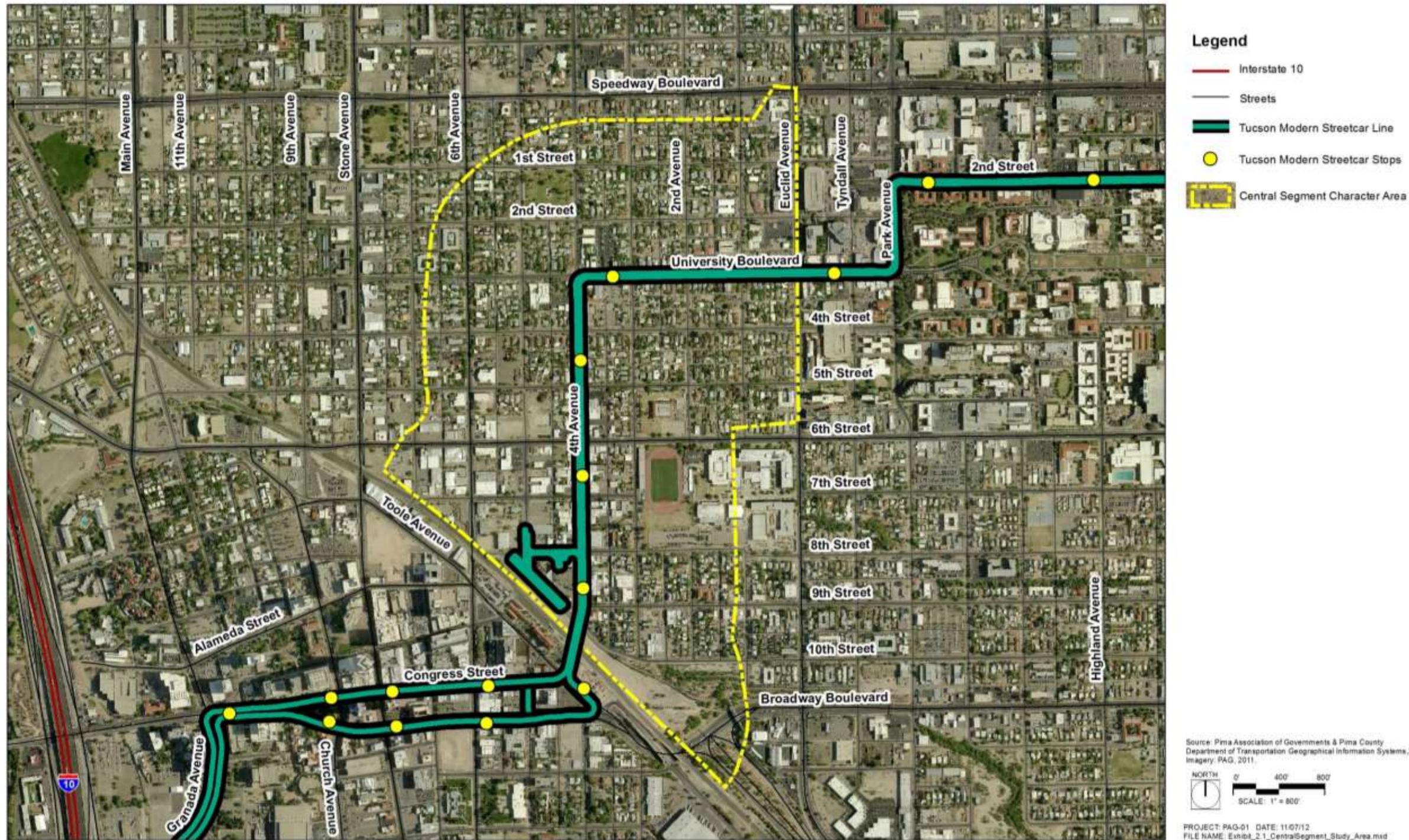


Exhibit 2: 4th Avenue Business District Development Opportunities

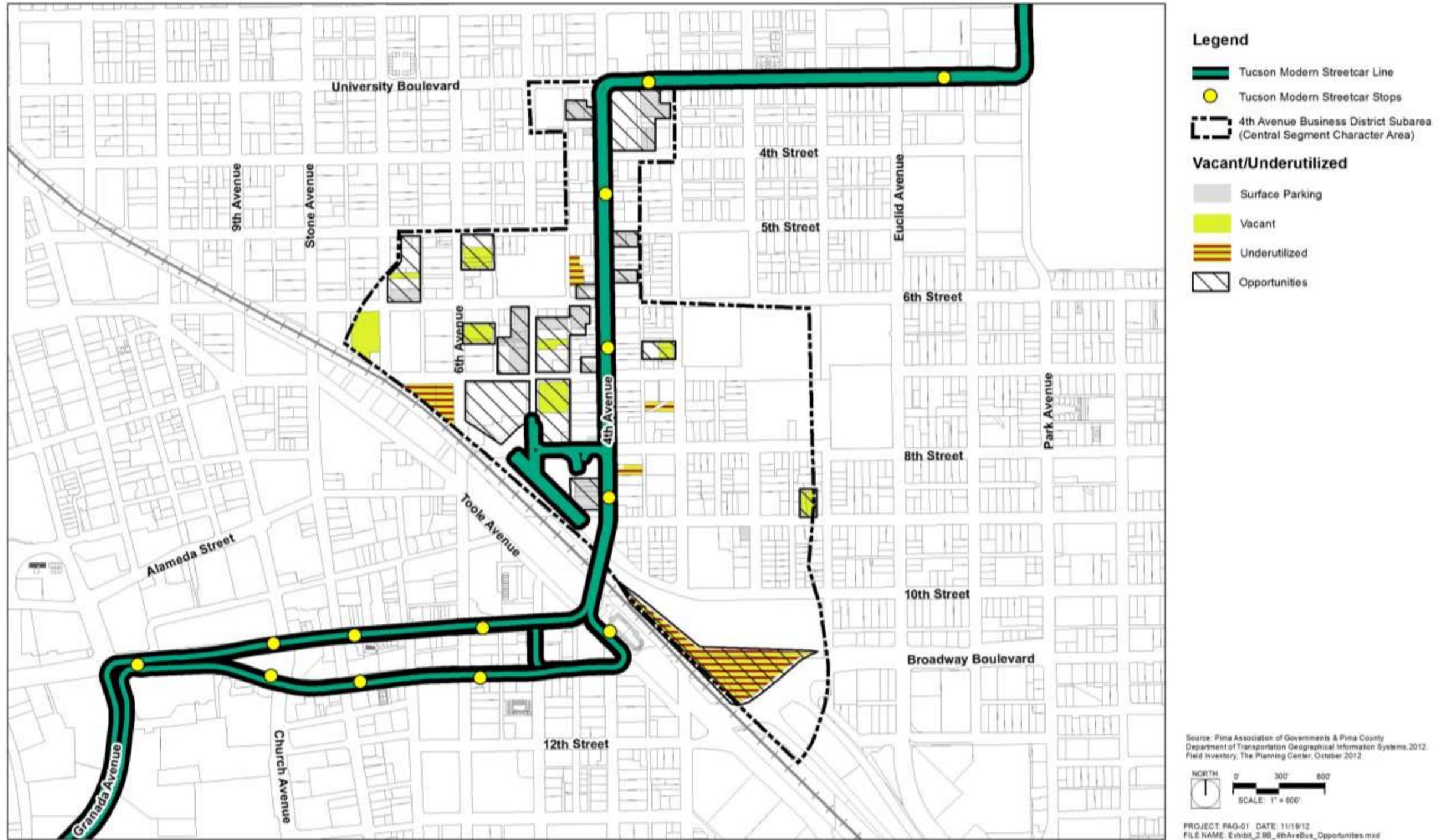


Exhibit 3: University Boulevard Development Opportunities



National Register Historic Districts

West University Historic District (National and Local - Listed 1980)

Developed as the first major suburb north of the Southern Pacific Railroad and as a result of the 1916 construction of the 4th Avenue Underpass, the West University Historic District still retains the scale and density of an early 1900's neighborhood. The district is significant because it exemplifies the pattern of middle and upper class residential development in Tucson as the City evolved from 1890 until 1930. The buildings in the neighborhood reflect a full range of styles, including Transitional, Mission Revival, Spanish Colonial Revival, Craftsman, and Art Deco, with Bungalow forms comprising about half of the buildings. In addition to the eclectic mix of styles and the wide variety of materials, the neighborhood is also notable in terms of architectural development in Tucson due to the high concentration of structures designed by Tucson's most prominent architects of the period (such as Henry Jaastad, Henry Trost, Roy Place, and Holmes & Holmes). Beginning with the opening of the University of Arizona in 1891 and continuing until the Depression, the District developed as a neighborhood occupied by many community leaders in politics, commerce, education, religion, architecture and the arts.¹

Iron Horse Historic District

The Iron Horse Expansion Historic District includes 178 units in a twenty-one acre area of central Tucson. The District, irregular in shape, is bounded by North Fourth Avenue, Hoff Avenue, Eighth Street, Euclid Avenue, Hughes Street and Tenth Street. It is situated between the central business district and the University of Arizona campus and is immediately north of the Union Pacific Railroad. The District's proximity to the railroad track is closest at its southwest corner with a distance of 60 feet. The streets are laid out in a grid pattern with sparsely located desert trees on the boulevards with most vegetation on the interior of the blocks. A laboratory for architectural styling, the District has five clear style footprints that were set down in response to growth pressures. Several commercial buildings existing today are from the Depression era onward and are situated primarily on Ninth Street.

The historic styles include Sonoran, Territorial, Queen Anne, Western Colonial Revival, Bungalow, Period Revival styles and Commercial Panel Brick. Many are vernacular in appearance, particularly the Queen Anne style. In the last fifty years, fifteen modern dwellings and commercial units have been constructed. The District is still essentially residential. The name of the District was derived by combing the early media references to locomotives and the railroad as the "Iron Horse" and the railroad caused "expansion" of the Village of Tucson into this (once) barren desert.

¹ Laird, Linda. *National Register of Historic Places Inventory - Nomination Form for the West University Historic District*. On file at the Arizona State Historic Preservation Office, Phoenix, 1980.

Pie Allen (Iron Horse East) Historic District

The Iron Horse East Historic District also known as the Pie Allen District is located one mile east of the Santa Cruz River. A visual asset to the area are its retaining walls built of handset random rubble, coursed rubble, stucco, cast and block material. The stone used was local basalt from “A” Mountain. In virtually every case in the inventory, the individual property owners constructed their retaining wall with individually selected material—even on walls running the full block face. Another solution used here was banked dirt and low retaining wall. The predominant foundation material for dwellings was of the same varieties of stone used for walls throughout the neighborhood.

The architectural makeup of the District is varied. Most of the dwellings are private residential types. The few multistoried buildings are dwellings, primarily apartment houses, with one exception. Of the 205 buildings in the district, 30 are noncontributing. Of the remaining 175 contributing buildings, 120 are single-family dwellings. Forty-two of the buildings are duplexes, 9 are garage-apartments, and 3 are commercial. All, with one exception, were built before 1936. Many of these houses had rental rooms. Most of the commercial buildings are located near and along 9th Street and Park Avenue. There are many garages in this district which were noted, but not inventoried.

City of Tucson Historic Preservation Zone (HPZ)

West University Historic Preservation Zone

The West University Historic Preservation Zone is one of the six designated Historic Preservation Zones (HPZs) within the City of Tucson that was enabled by the 1972 Historic Preservation Zone overlay ordinance. All projects within the West University HPZ involving new construction or alteration of existing structures, including demolition or relocation, must be reviewed by the West University HPZ Advisory Board (consisting of property owners, residents, and appointed experts), the Tucson-Pima County Historical Commission, and the Director of the Planning and Development Services Department. Proposed projects require compliance with specific development standards and design guidelines including, but not limited to height, proportion, setbacks, site utilization, roof types, surface texture, projections and recessions, details, building form, rhythm, and signs.

Iron Horse and Iron Horse East (Pie Allen)

These two National Register Districts are not located within a City of Tucson Historic Preservation Zone.

Opportunities and Constraints

Hydrology and Washes

Exhibit 4: Central Segment Opportunities and Constraints shows existing 100-year FEMA floodplain for the Arroyo Chico study area and the Santa Cruz River, estimated future 100-year FEMA floodplain for the Arroyo Chico Project, estimated local (non-FEMA) floodplains requiring future study and major washes traversing the Central Segment character area. FEMA shaded Zone X floodplains are not shown on Exhibit 4 and require further study.

The West University Neighborhood area includes some estimated local (non-FEMA) floodplains requiring further study north of Second Street and south of Speedway.

The East Iron Horse (Pie Allen) neighborhood includes existing 100-year FEMA floodplains for the Arroyo Chico study area and the Santa Cruz River and estimated future 100-year FEMA floodplain for the Arroyo Chico Project. The Iron Horse neighborhood includes existing 100-year FEMA floodplains for the Arroyo Chico study area and the Santa Cruz River.

The Iron Horse and East Iron Horse neighborhoods are cut by shallow rills of dendritic stream patterns dumping into the large High School Wash, which cuts through the center of the District and empties into the much larger Railroad Arroyo to the south of the district. The High School Wash runs generally east to west, and flooding is still not adequately controlled during heavy rains in its narrow 100-year floodplain. This wash, as it cuts through the district is open for most of its length. It enters on the north side of 8th Street midblock between Park and Tyndall Avenues from a concrete aqueduct. It exits the district at Euclid Avenue into another square concrete aqueduct which passes under the Tucson Magnet High School campus. The larger southern Railroad Arroyo acted as a natural barrier until spanned by an isolated wagon bridge on 9th Street before 1892.

The area west of 4th Avenue includes existing 100-year FEMA floodplain for the Arroyo Chico study area and the Santa Cruz River.

Table 1

FEMA 100-Year Floodplains
Central Segment Character Area

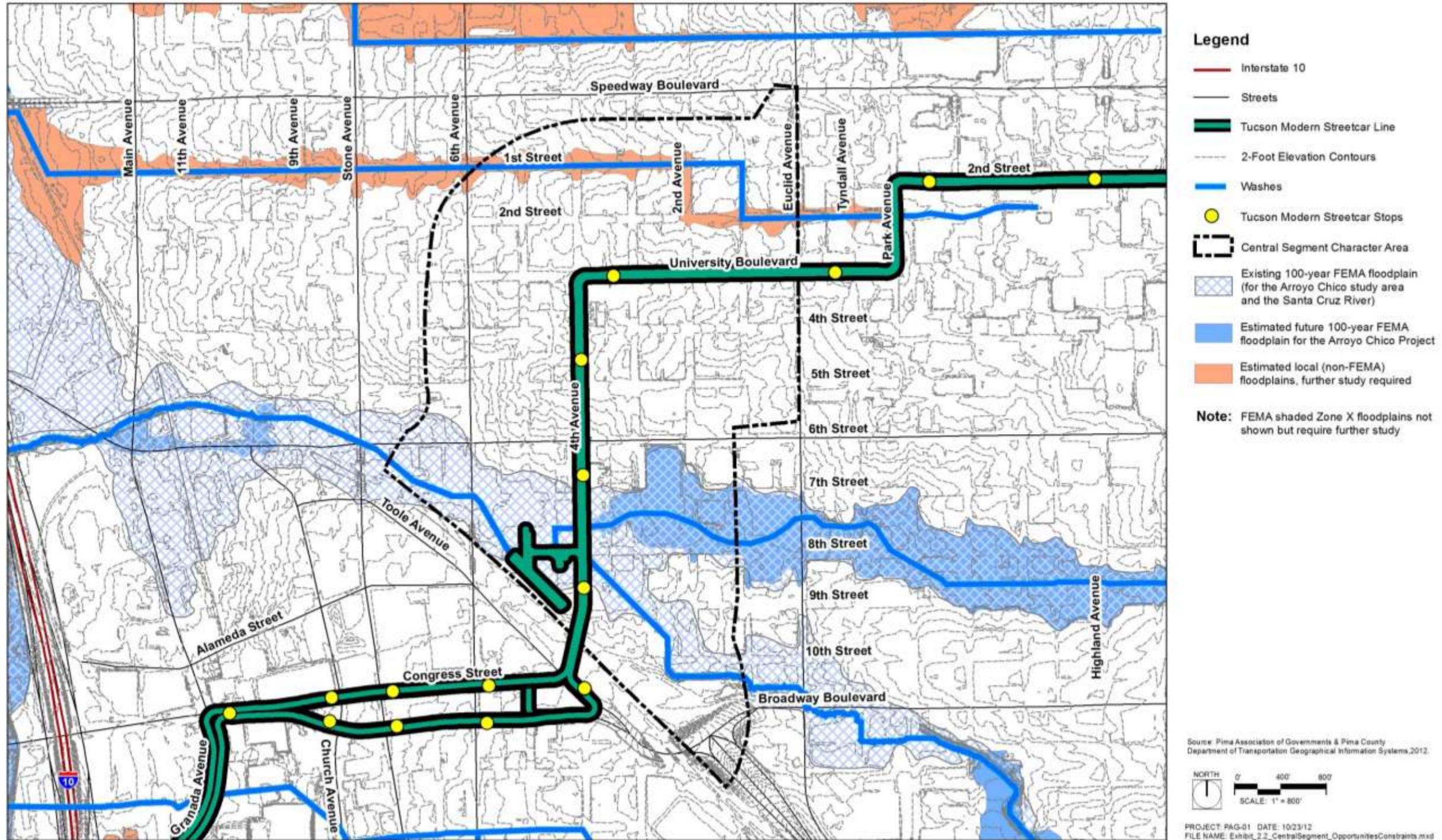
FEMA 100-Year Floodplain Designation	Acreage
Existing 100-Year FEMA Floodplain - Arroyo Chico Study Area and Santa Cruz River (East of 4 th Avenue)	33.88
Existing 100-Year FEMA Floodplain - Arroyo Chico Study Area and Santa Cruz River (West of 4 th Avenue)	29.47
Estimated Future FEMA 100-Year Floodplain (East of 4 th Avenue)	16.56
Estimated Local (Non-FEMA) floodplains (Future Study Required)	11.45

Source: Pima County Department of Transportation Geographic Information Systems, 2012.

Vegetation

Normal lower Sonoran Desert vegetation was and is present including palo verde, mesquite trees, creosote, and a wide variety of cacti that included prickly pear, aloe vera, and ocotillo. In private yards, non-native vegetation such as Texas Umbrella, Mulberry, Palm, and Tamarisk trees was favored during the 1950's forward. The water table was close to the surface making personal wells feasible. Windmills supplied pumping until the 1900's when they were replaced by electric pumps. Cheap water allowed fashionable lawns, which persist into the present day on many lots. In the present day, use of native vegetation is increasingly evident, replacing earlier non-native plantings. Trees on the boulevards are now more numerous than at any time in the past, with dozens of new plantings, especially mesquites, supplanting a much smaller population of declining non-native varieties.

Exhibit 4: Central Segment Opportunities and Constraints



Regional Transportation System, Multimodal Connectivity, Infrastructure and Parking

Exhibit 5: Central Segment Regional Transportation System and Multimodal Connectivity, shows the existing transportation system for the Central Segment. The 4th Avenue Business District and University Boulevard are major corridors along the Tucson Modern Streetcar. The segment also includes Euclid Avenue along the UA Main Gate, Stone Avenue, 1st to 7th Avenues, and 6th Street, an east-west corridor within the segment. The Union Pacific railroad borders the character area on the south.

Multimodal Transportation and Connectivity

Bicycle Modal Choice: As shown on Exhibit 5, there is a number of existing bike routes in the Central Segment, and there are significant bicycle volumes in the area. According to the 2011 Regional Bicycle/Pedestrian Count Summary, three of the top 10 (and six of the top 30) locations for bicycle traffic are located in the Central Segment. Table 2 shows cyclist combined counts taken during the AM and PM weekday peak periods.

As provided in Table 2, at University Boulevard and Stone Avenue, there were 313 cyclists in the combined AM and PM weekday peak periods (an 8% increase from 2010). At 9th Street and 4th Avenue, there were 310 cyclists in the combined peak periods (a 14% increase from 2010). At Toole Avenue and Congress Street, there were 302 cyclists in the combined peak periods (a 12% increase from 2010).

Table 2

Cyclist Counts AM and PM Weekday Peak Periods Combined

Intersection	Cyclist Count AM/PM Weekday Peak Period Combined	Percent Increase from 2010
University Boulevard/Stone Avenue	313	8%
9 th Street/4 th Avenue	310	14%
Toole Avenue/Congress Street	302	12%

Source: Regional Bicycle/Pedestrian Count Summary, 2011

Bicycle counts were collected from 7:00 – 9:00 AM and from 4:00 – 6:00 PM. Bicycle volumes are likely to remain high in this area due to its proximity to the University of Arizona and the increasing number of student housing developments in neighboring areas. Therefore, it is important to provide safe routes for bicycles either on-street or via off-street paths.

Bicycle parking is also a concern in this area and along the entirety of the Streetcar corridor. More bike parking in the dense commercial areas and in the vicinity of streetcar stops could allow cyclists to easily park and use the streetcar.

Because of the conflict between bike parking and pedestrian space, the need for more on-street bicycle parking facilities must be evaluated carefully. Furthermore, on-street bicycle parking along 4th Avenue would have to be removable for the 4th Avenue Street fair, so it is also important to determine if removable/temporary facilities are feasible and/or efficient.

Pedestrian Modal Choice: In addition to the existing bicycle volumes, there are significant existing pedestrian volumes in the area. Six of the highest 15 pedestrian volume locations are in the Central Segment. Table 3 shows pedestrian counts.

Table 3

Pedestrian Counts

Intersection	Cyclist Count AM/PM Weekday Peak Period Combined
Alameda Street/Church Avenue	900
Congress Street/Scott Avenue	850
Toole Avenue/Congress Street	500
9 th Street/4 th Avenue	500
Congress Street/Granada Avenue	500

Source: Regional Bicycle/Pedestrian Count Summary, 2011

Although a complete sidewalk inventory is not available, sidewalks are available throughout much of the Central Segment. In particular, sidewalks are available near and at each of the planned Streetcar stops. The City of Tucson is currently developing a standard for sidewalks in the vicinity of the streetcar alignment that calls for a minimum six-foot width, with a recommended width of eight feet. In addition, availability of ADA accessible sidewalks should be verified to ensure that all users can access Streetcar stops. This will be addressed in the ADA transition plan that will be developed by the City to meet the most recent ADA standards.

Bus Modal Choice: Exhibit 5 also shows the existing Sun Tran Bus and University of Arizona Cat Tran routes in the area. In order to avoid competing with the Streetcar, the Cat Tran route that serves downtown and the USA building on St. Mary's Road will be changed to reduce its frequency and remove the downtown segment.

Existing Off-Site Streets

The major off-site streets inside the Central Segment include: 4th Avenue, Stone Avenue, Euclid Avenue, University Boulevard and 6th Avenue.

Access Points

4th Avenue, Stone Avenue, Euclid Avenue and 6th Street provide main access to the Central Segment.

Schedule Roadway Improvements

There are no scheduled roadway improvements within the Central Segment.

Bicycle and Bus Routes

Exhibit 5 shows existing bicycle and bus routes within the Central Segment.

Infrastructure

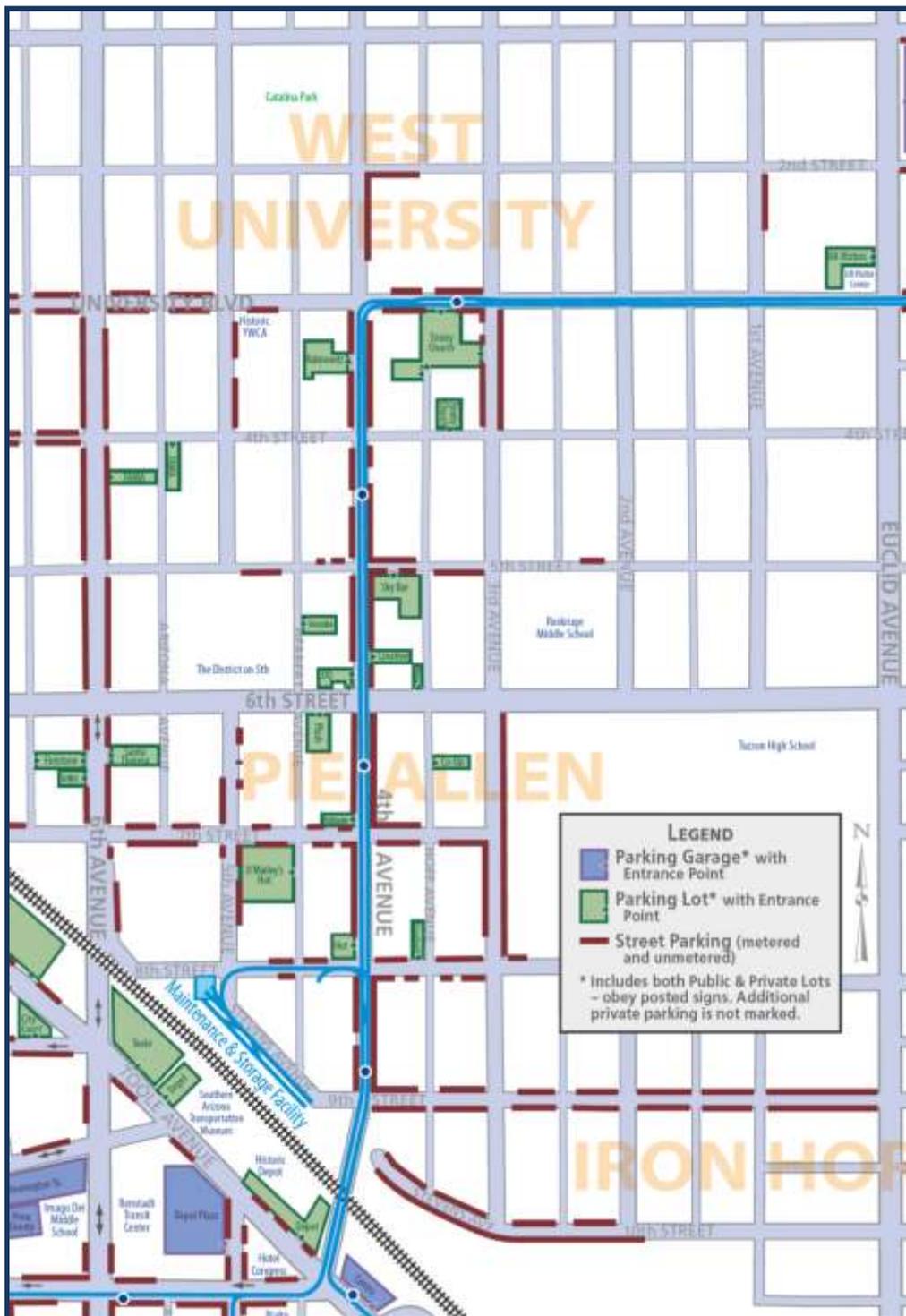
There is some existing infrastructure for all modes of travel in the Central Segment, including bike lanes, sidewalks, multi-use paths, and transit stops. Sidewalk connectivity and accessibility should continue to improve, and where possible, additional bike lanes or multi-use paths should be considered. Streetcar stops will also be constructed through the segment, and are expected to be accessible for all users. A streetscape infrastructure study is currently underway. This study will define parameters and guide the streetscape infrastructure needs of the Central Segment.

Parking

Construction of the streetcar will result in the loss of some on-street parking spaces along the alignment. ParkWise is planning to install meters on 4th Avenue and raise rates in metered areas along the Streetcar alignment to help increase parking turnover at these locations, which have and will continue to have high parking demand.

A draft of the 4th Avenue Business District Parking Study was completed in September 2012. From that study, there are an estimated 1,299 on-street parking spaces and 1,846 off-street parking spaces. The study states that the overall existing parking is sufficient (the current utilization rate is 39.9% midday on a Friday), but in certain blocks the demand exceeds the supply. Furthermore, with future developments, localized parking garages and/or additional paid parking spaces (to increase parking turnover) may be necessary.

ParkWise anticipates future demand for a new parking garage in the warehouse district and around 4th Avenue. Potential partnerships with private projects are being explored. The City of Tucson is preparing to advance a parking financing study for downtown. Alternatives considered are likely to include certificates of participation, in-lieu parking, parking benefit districts, etc. Going forward, ParkWise would like all new parking garages to include retail on the ground level to help offset the \$17,000 cost per parking space in a garage. The proximity of historic neighborhoods is a major consideration in the identification of sites for structure parking.



Existing Parking, 4th Avenue Business District, ParkWise, 2012

Streetscape Infrastructure Needs

In the Central Segment, there is a need to improve sidewalk connectivity and accessibility, provide additional bike lanes or multiuse paths to remove cyclists from vehicular travel lanes, and expand transit service and convenience. Specifically, the City of Tucson is interested in implementing the concept of bike boulevards.

A bike boulevard is a roadway shared by cyclists and vehicular traffic, providing a comfortable environment for cyclists of all skill levels. A bike boulevard is a low-volume and low-speed roadway, which has been optimized for bike travel by making the roadway less attractive for non-local motorized vehicles. This can be achieved with traffic control devices, traffic calming devices, and intersection treatments.

The City is pursuing bike boulevards on 2nd Street between 4th Avenue and Park Avenue, 5th Street (including a signalized crossing at Euclid Avenue), 9th Street east of downtown, 9th Avenue north of 6th Street, and 4th Avenue north of University Boulevard.

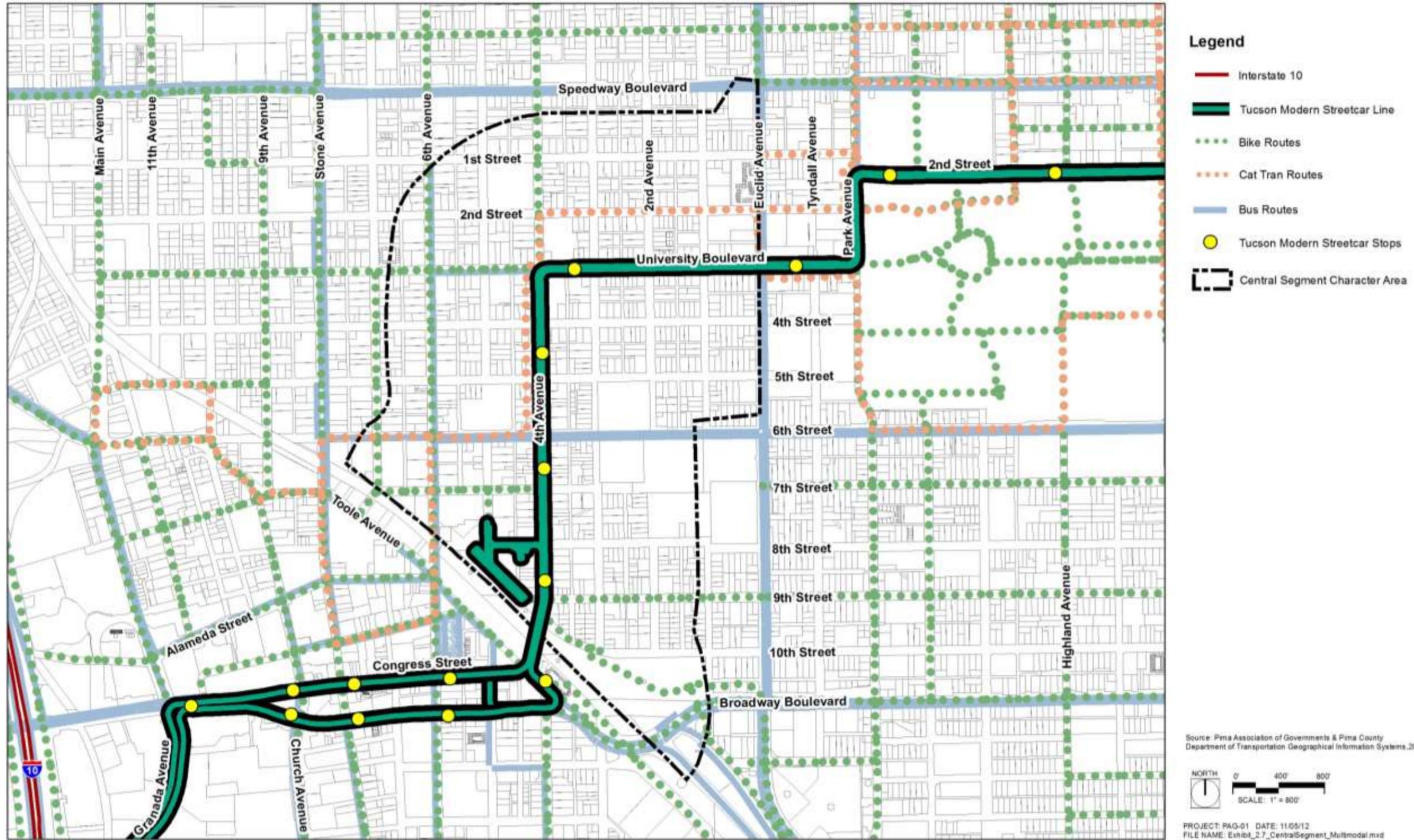
Streetcar stops will also be constructed through the segment, and are expected to be accessible for all users.

Additional parking lots and/or garages will likely be needed in this area in the future, although parking demand will ideally be lessened (or will increase at a slower rate) once the Streetcar is constructed and operational. There may also be opportunities to develop car share and bike share programs within the Central Segment.

Car share programs may help reduce the number of resident vehicles in the downtown parking lots and garages, which would then free up more parking for visitors. In addition, the bike share would allow drivers to park near the termini of the Streetcar line, ride the Streetcar into the area, and then easily get around via bicycle.

Safety Concerns: There are some existing concerns about accessibility and bike facilities at the 4th Avenue, Toole Avenue and Congress Street intersection. The City of Tucson conducted a Road Safety Assessment to evaluate the area and identify improvements. In addition, a feasibility study is underway to further evaluate specific improvements and determine how to best implement them to improve safety for all users in the area. One major safety concern is cyclists crossing the streetcar tracks, in this area and throughout the streetcar line.

Exhibit 5: Central Segment Regional Transportation System and Multimodal Connectivity



Parks, Trails, Bike Routes and Open Space

Exhibit 6 shows existing parks, trails, bike routes and open space in the Central Segment. There are two parks located inside the Central Segment. The Catalina Park is located in the West University neighborhood and is a neighborhood park. The Iron Horse Park is located south of Iron Horse Neighborhood along Broadway Boulevard. The entrance to the snake bridge is within walking distance. Designated bike routes exist along 4th Avenue, 6th avenue, 9th Street, and University Boulevard.

Proposed Trails and Rights-of-Way

There are no new proposed trails or rights-of-way within this character area.

Major Property Ownership

Exhibit 7: Central Segment Property Ownership shows major property owners within the Central Segment. Table 4 provides acreage for each of these major property owner categories.

Table 4

Major Property Owners within the Central Segment Character Area

Property Owner Category	Acreage
Private Land Owners	166.73
City of Tucson	15.61
State of Arizona	2.55
Tucson School District Number 1	21.08

*Source: Pima County Department of Transportation
Geographic Information Systems, 2012.*

Exhibit 6: Central Segment Existing Parks, Trails, Bike Routes and Open Space

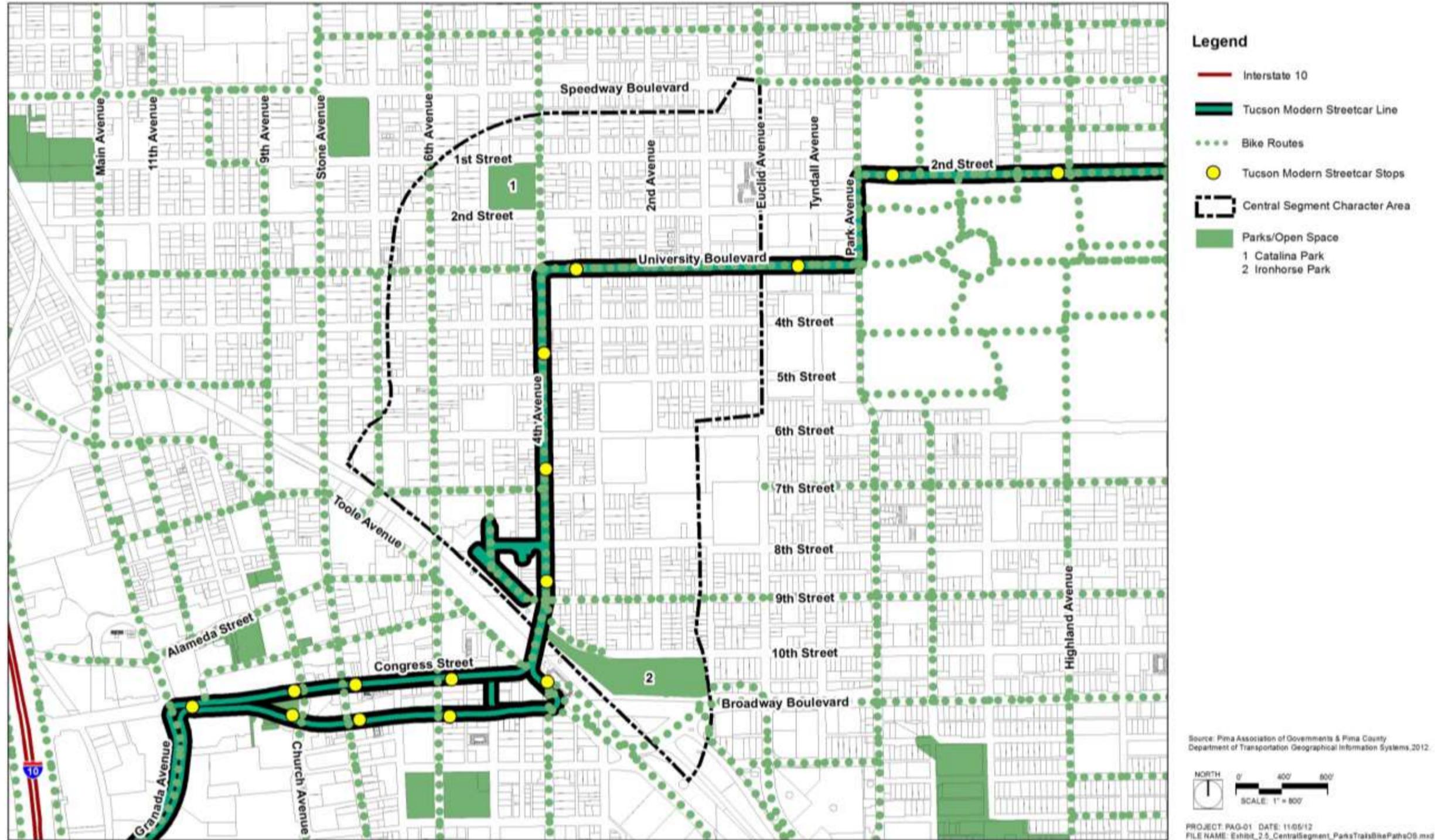
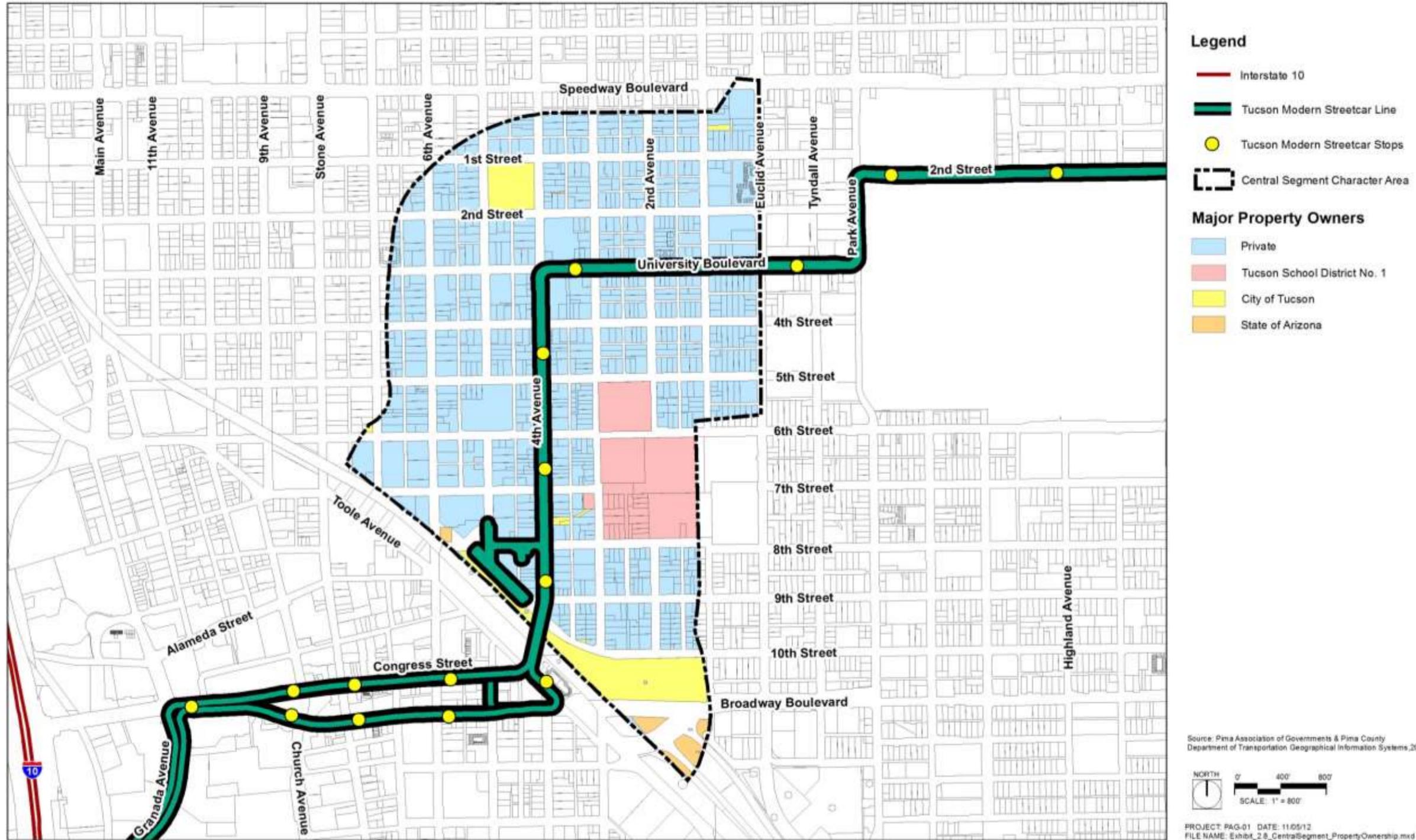


Exhibit 7: Central Segment Property Ownership



Existing Regulatory Framework

2001 City of Tucson General Plan

The following 2001 City of Tucson General Plan Land Use Element policies specifically address downtown and its vicinity, which includes the Central Segment:

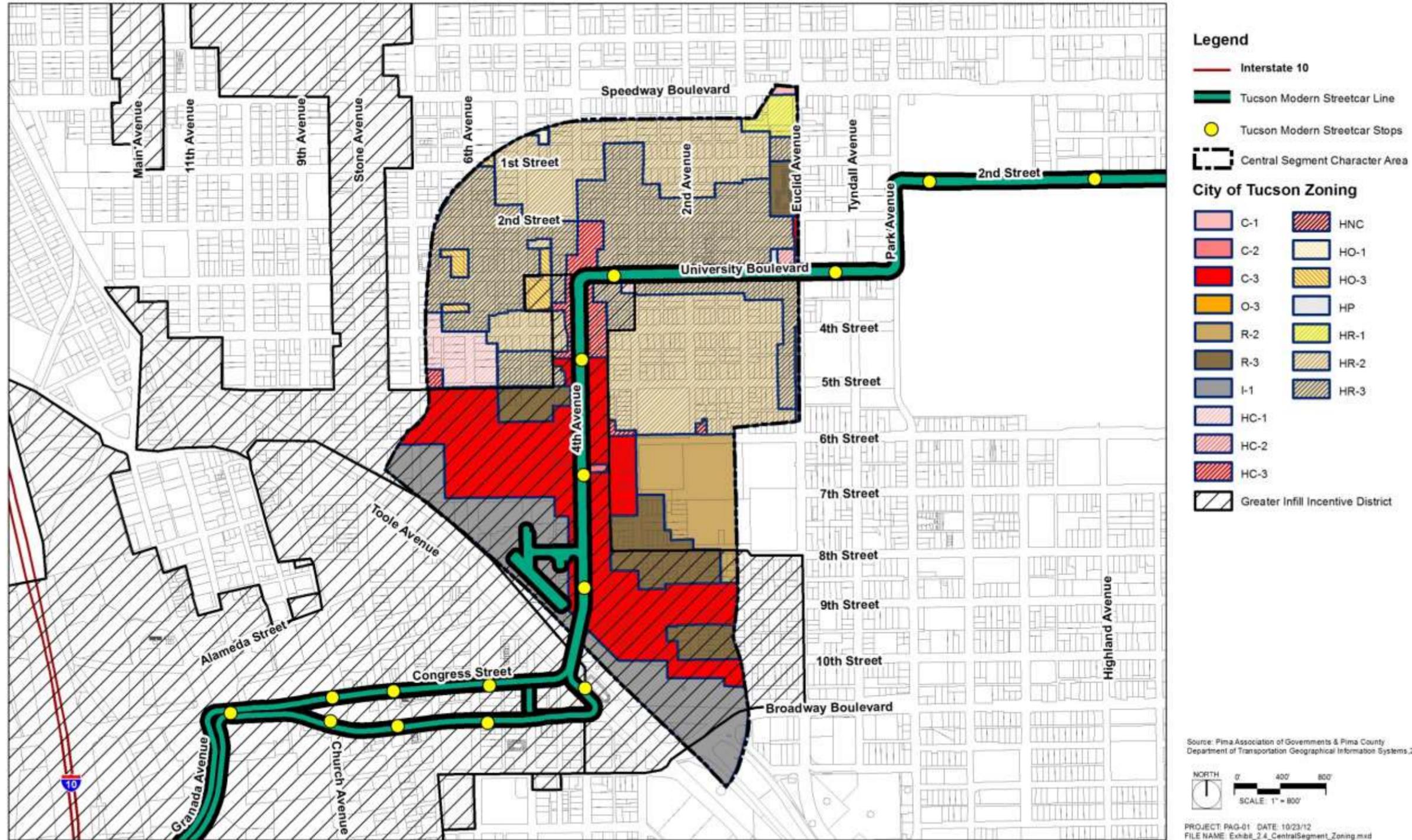
- Promote historic neighborhoods, historically significant structures and sites, and the development and retention of residential uses in the greater Downtown.
- Promote appropriately located and scaled high-density residential uses in and near the Downtown to support Downtown services and retail and provide incentives to attract new commercial and other support services to the Downtown.
- Promote revitalization of the Warehouse District for the development of a diversity of arts-related land uses and special cultural events.
- Promote City participation in the construction of multiuse parking structures that support intermodal opportunities and ground level retail.
- Promote public-private partnerships to enhance building facades and streetscapes.
- Promote land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and that will enhance the historic and cultural quality within the greater Downtown.
- Continue to work with the University of Arizona, private developers, and neighborhood groups to enhance these linkages and Downtown design character.

Central Segment Current Zoning

Exhibit 8 shows the current zoning within the Central Segment. The University Boulevard character area north of 6th Street and west of Euclid Avenue consists primarily of HR-2 and HR-3 historic residential zones with some pockets of HR-1, R-3, HC-2 and HO-3 zones located outside of the Greater Infill Incentive District and inside the West University Neighborhood. There are HC-1, HC-2, HC-3, and C-3 commercial zones along 4th Avenue, University Boulevard, 6th Street and 5th Street.

Within the 4th Avenue Business District character area, which includes the Iron Horse and Pie Allen neighborhoods south of 6th Street, R-2 and R-3 residential zones, C-3 commercial zone and I-1 light industrial zone along the Union Pacific railroad dominate the area east of 4th Avenue. As shown in *Exhibit 8: Central Segment Current Zoning*, a large portion of this area is located within the Greater Infill Incentive District. The area west of 4th Avenue is currently zone C-3 commercial and I-1, light Industrial. This area is within the Greater infill Incentive District.

Exhibit 8: Central Segment Current Zoning



Central Segment Existing and Maximum Allowable Residential Density

Existing Residential Density

Exhibits 9 and 10 show the existing residential density within both the 4th Avenue Business District and University Boulevard character areas, respectively. The existing residential density is predominantly between 5.1 and 10 du/ac inside the Central Segment, although there are a few blocks developed at 10.1-20.0 du/ac and a few significantly denser parcels with multi-family housing.

Maximum Allowable Residential Density

Exhibits 11 and 12 show maximum allowable residential density. Under current zoning, the maximum allowable density is typically in the range of 5.1 to 20 du/ac throughout.

Central Segment Overlay Zones

Infill Incentive District's Downtown (IID's) & Downtown Core Sub-District (West of I-10)

The Greater Infill Incentive District (IID) is an optional overlay zone created to help revitalize the greater downtown. As shown on *Exhibit 8: Central Segment Current Zoning*, the Central Segment includes this overlay zone.

Since the IID overlay zone is an optional tool, the pre-existing underlying zone or the development options of the IID overlay zone may apply. The primary purpose of the Downtown Area Infill Incentive District (IID) is to encourage redevelopment in the following ways:

- Encourage sustainable infill development that supports the creation of urban neighborhoods that are pedestrian and transit-oriented and benefits the IID, the major activity centers in the area, and the City as a whole.
- Address barriers to infill development in the Downtown Area Infill Incentive District, such as incompatible development standards and associated development barrier issues; and
- Implement the IID purposes by offering development incentives permitting a modification of development requirements.

The IID District allows modifications to provide incentive for future development. As described in the *Unified Development Code Section 5.12. Downtown Area Infill Incentive District*, modifications may be requested for building height, street yards, parking, loading, solid waste collection, landscaping and screening and pedestrian access. However, a series of Design Standards are required to ensure compliance with the goals of the District for streetscape design, development transition, mitigation of taller structures, mitigation of service areas and parking facilities and other areas.

Historic Preservation Overlay Zone (HPZ)

West University Historic Preservation Zone:

The West University Historic Preservation Zone is one of the six designated Historic Preservation Zones (HPZs) within the City of Tucson that was enabled by the 1972 Historic Preservation Zone overlay ordinance. All projects within the West University HPZ involving new construction or alteration of existing structures, including demolition or relocation, must be reviewed by the West University HPZ Advisory Board (consisting of property owners, residents, and appointed experts), the Tucson-Pima County Historical Commission, and the Director of the Planning and Development Services Department. Proposed projects require compliance with specific development standards and design guidelines including, but not limited to height, proportion, setbacks, site utilization, roof types, surface texture, projections and recessions, details, building form, rhythm, and signs.

Feldman's Neighborhood Preservation Zone:

The Feldman's Neighborhood Preservation Zone is located within the Central Segment at a small portion of the intersection of Speedway Boulevard and Euclid Avenue.

Existing Planned Area Developments (PAD)

There are no approved or planned PADs within the Central Segment.

Existing Neighborhood/ Area Plans

West University Neighborhood Plan

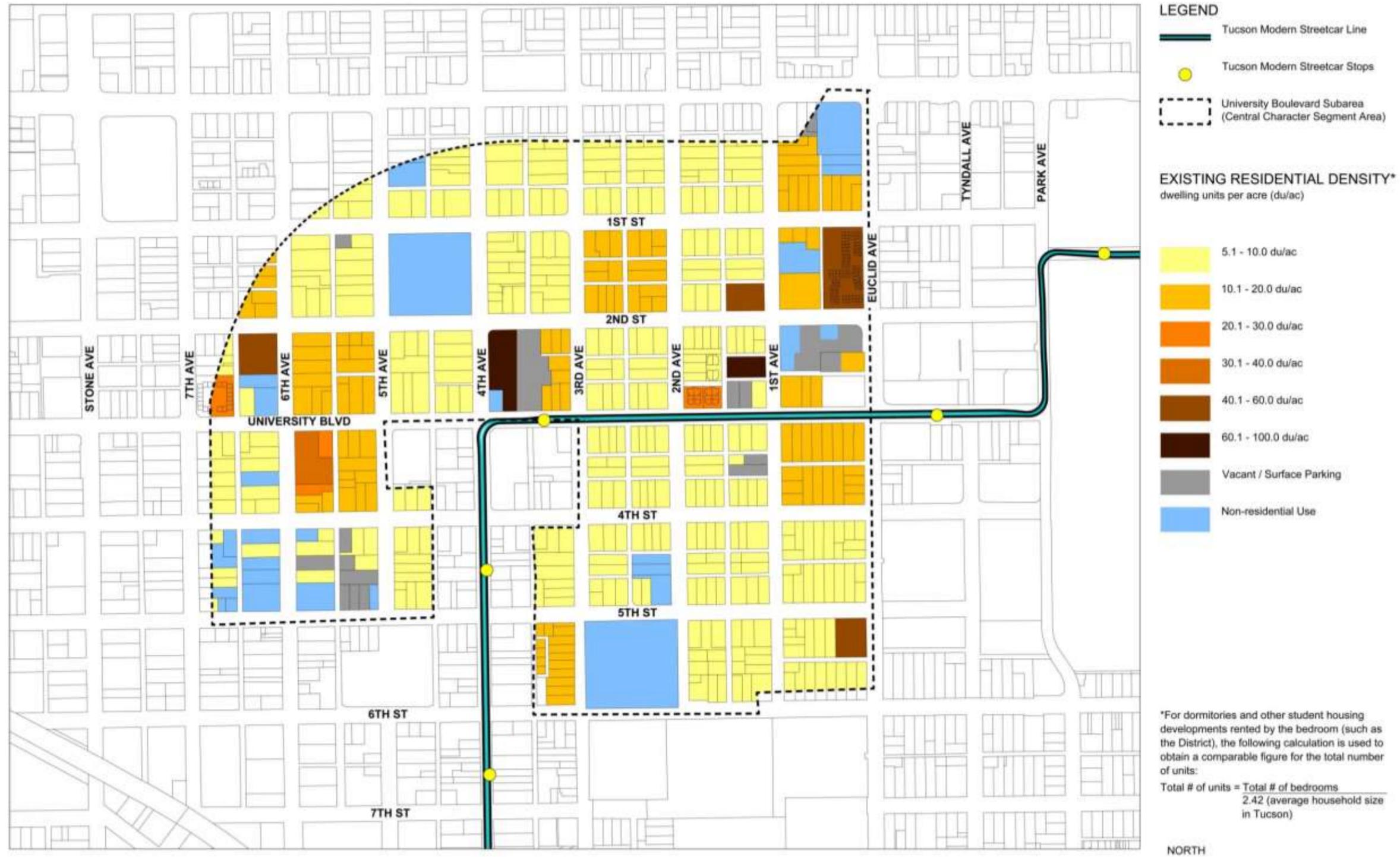
Approved in 1981, the West University Neighborhood Plan is bounded by Speedway Boulevard on the north, Park Avenue on the east, 6th Street on the south, and Stone Avenue on the west. It encompasses a 60-block area located approximately six blocks north of the Tucson Downtown area and immediately west of the University of Arizona. The West University Plan is located within the University Area Plan adopted in 1989. The policies of the *West University Neighborhood Plan* complement and further refine the policies of the *University Area Plan*.

University Area Plan

The *University Area Plan* is described in the 2001 General Plan, Area Plans and Neighborhood Plans Chapter of this document.

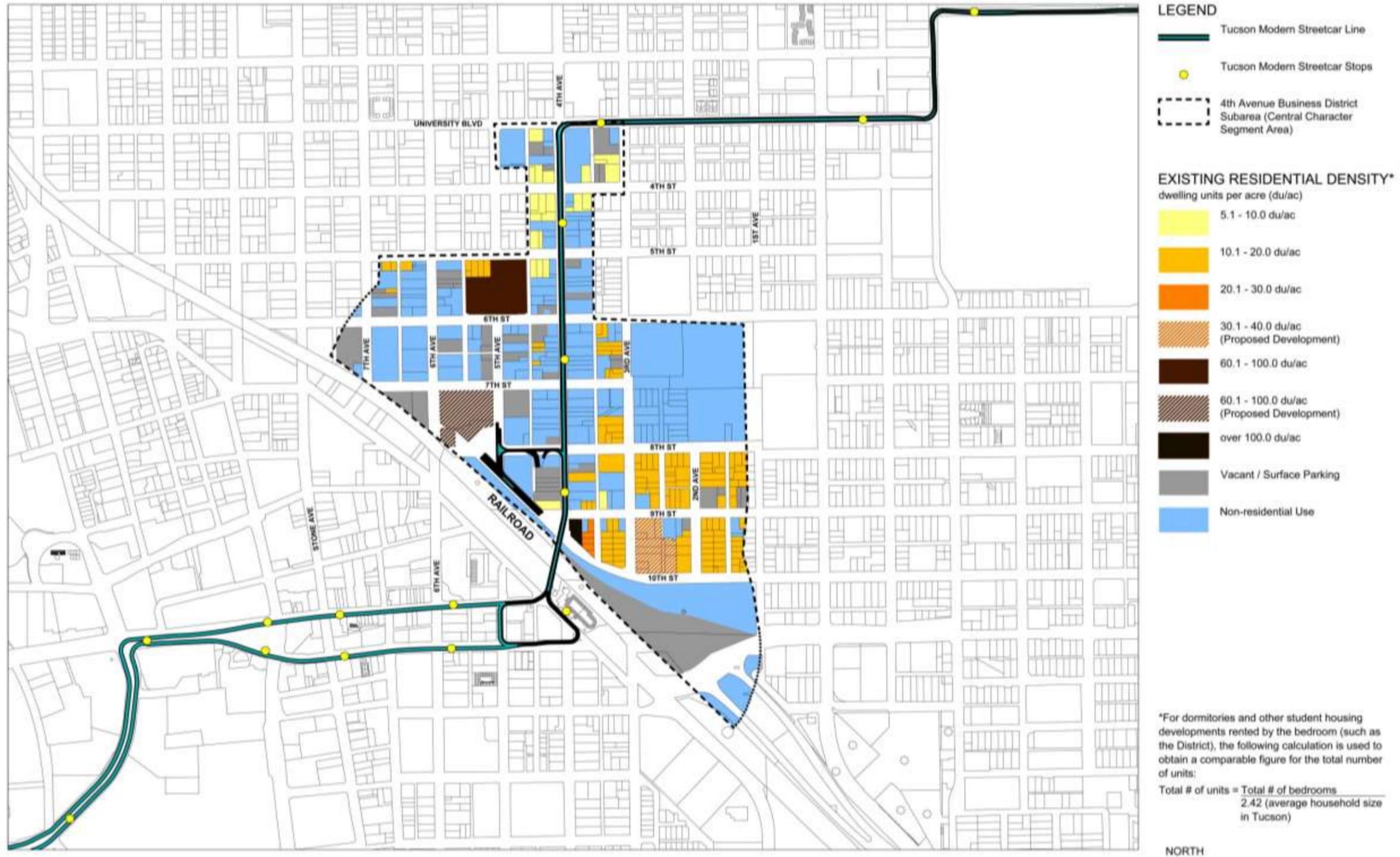
Tucson Modern Streetcar Land Use and Development Implementation Plan

Exhibit 9: Central Segment University Boulevard Character Area Existing Residential Density



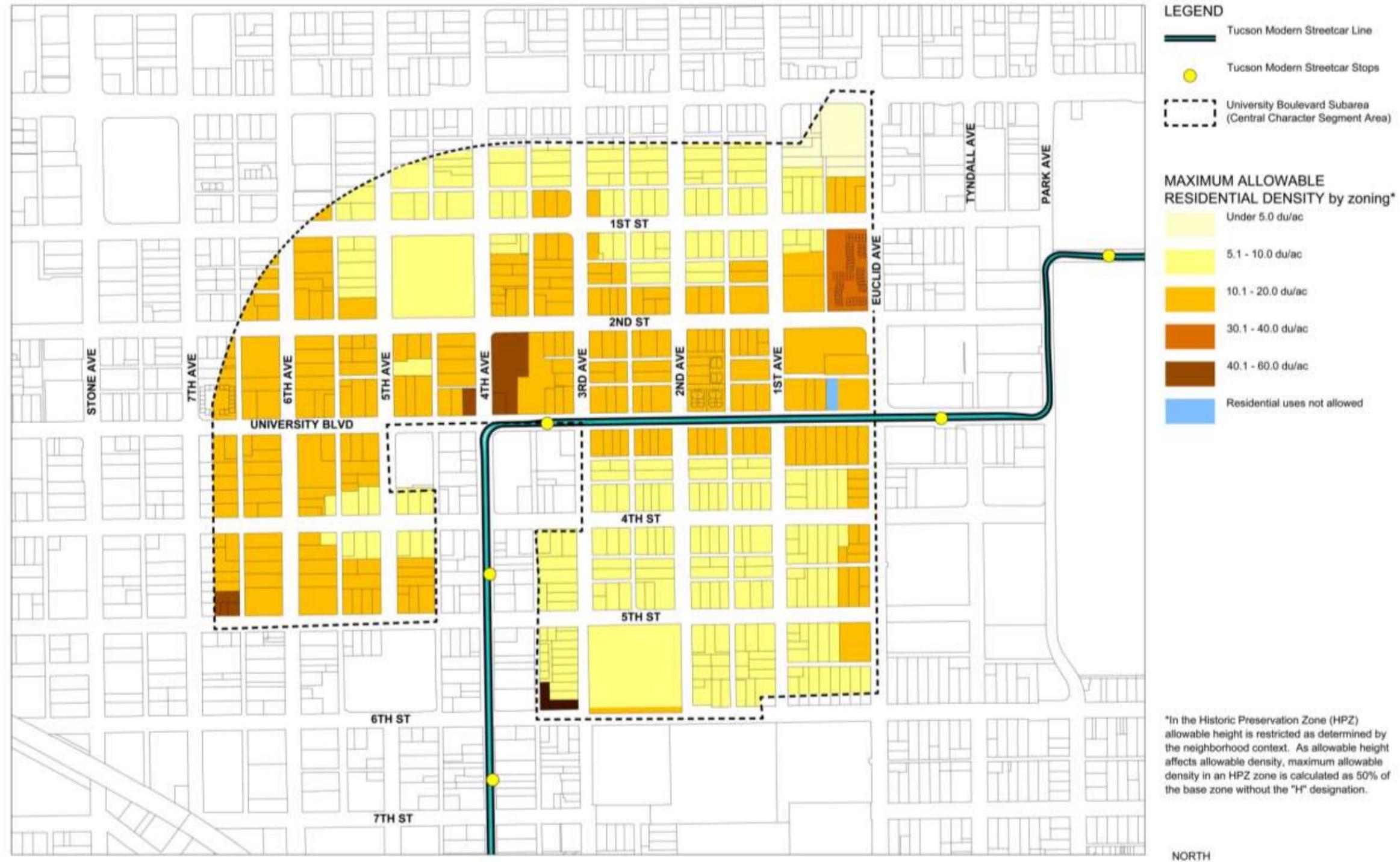
Tucson Modern Streetcar Land Use and
Development Implementation Plan

Exhibit 10: Central Segment 4th Avenue Business District Character Area Existing Residential Density



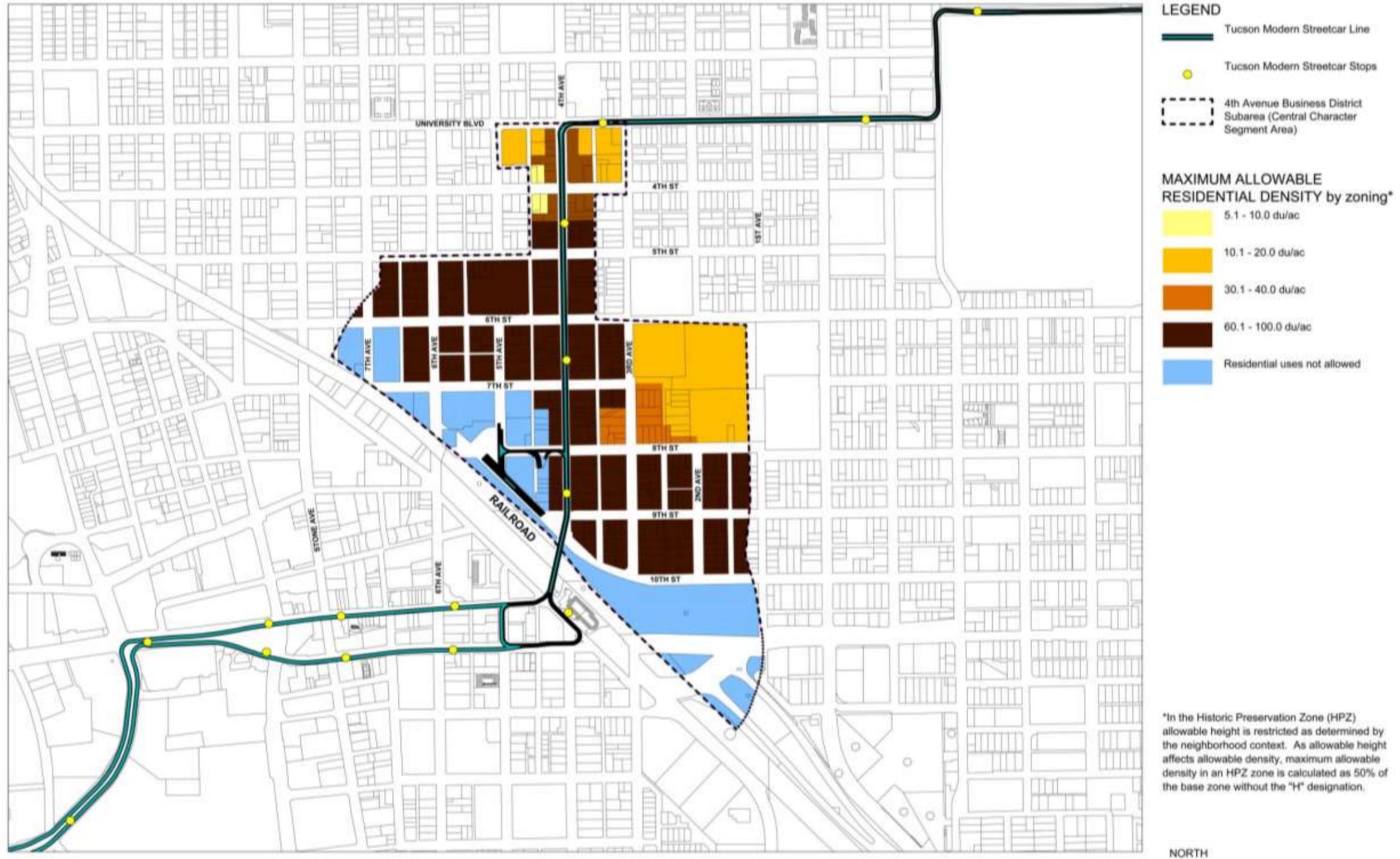
Tucson Modern Streetcar Land Use and Development Implementation Plan

Exhibit 11: Central Segment University Boulevard Character Area Maximum Allowable Residential Density



Tucson Modern Streetcar Land Use and
Development Implementation Plan

Exhibit 12: Central Segment 4th Avenue Business District Character Area Maximum Allowable Residential Density



Existing Land Uses

Central Segment – University Boulevard Character Area:

Exhibit 13: Central Segment University Boulevard Character Area Existing Land Use shows existing land uses within this character area. The area includes primarily single-family residential uses. With the exception of some surface parking, there is little or no vacant or underutilized land. The area is built out. Therefore, no analysis of vacant land is included for this sub area.

Central Segment – 4th Avenue Business District Character Area:

Exhibit 14: Central Segment 4th Avenue Business District Character Area Existing Land Use shows existing land uses within this character area. The area includes primarily commercial, some industrial and institutional land uses as well as residential areas, including the Iron Horse and Pie Allen neighborhoods.

Vacant and Underutilized Land

Central Segment – University Boulevard Character Area:

Exhibit 15 shows vacant and underutilized land within this character area. There is no vacant land. Only a small parcel of underutilized land has been identified in this area. The area is built out. Therefore, no analysis of vacant land is included for this sub area.

Central Segment – 4th Avenue Business District Character Area:

Exhibit 16 shows vacant and underutilized land within this character area. There are several vacant and or underutilized lands within this character area. An opportunity exists for intensifying the area west of 4th Avenue. Some of the vacant land along the Union Pacific railroad and west of 4th avenue is being developed.

Physical Barriers to Development/Major Constraints

The most significant barrier to future development in this area is lack of parking availability. Several planned student housing developments include parking. According to the *4th Avenue Business District Parking Study*, the number of spaces provided by such development will not meet the demand.

In addition to the student housing developments, planned commercial development will increase the demand for parking, and may require the construction of a parking garage near the 4th Avenue Business District. A major constraint for the construction of a parking structure in this character area is land availability. Since available land is limited, and much of the surrounding area is historic, alternatives are limited. A significant loss of on- and off-street parking due to the Streetcar line and other transportation projects is also expected, adding to the need for new parking facilities.

Several areas have been identified in the Opportunities for Transit Oriented Development Chapter for the location of parking garages in the Central Segment 4th Avenue Business District character area. Due to the value of the land in proximity to the streetcar line, it is anticipated that such locations will develop in an integrated manner incorporating mixed use.

Development Opportunities

Central Segment – University Boulevard Character Area:

As shown on Exhibit 17, although there is no vacant land, there are a few redevelopment opportunities within this character area. The area consists primarily of an established historic neighborhood, the West University Neighborhood. However, large surface parking areas could be redesigned at specific areas to include opportunities for low-density mixed use in character with the historic nature of the surrounding neighborhood. An opportunity for the development of a TOD mixed use activity node or station area exists at the northeast corner of 4th Avenue and University Boulevard. This opportunity extends south of University Avenue on land currently owned by Trinity Church. Providing the proper transitions to adjacent neighborhoods, this area offers an opportunity to develop a TOD Station Area consisting of mixed use.

Central Segment – 4th Avenue Business District Character Area:

Exhibit 18 shows development opportunities within this character area. There are several vacant and or underutilized lands within this character area. An opportunity exists for intensifying the area west of 4th Avenue. This character area includes opportunities for the creation of a Transit Area Station and Transit Oriented Development including mixed-use and 24-hour uses in proximity to the Streetcar station west of 4th Avenue. There is an opportunity to revitalize and redevelop this area while providing connectivity to the neighboring Warehouse Triangle District. Existing surface parking along 4th Avenue provides opportunities for a parking garage with mixed use development. Land currently owned by Trinity Church provides an opportunity to develop a TOD Station Area consisting of mixed use.

The northeast and southeast corners at the intersection of 4th Avenue and University Boulevard provide a valuable opportunity for development and redevelopment.

Exhibit 13: Central Segment University Boulevard Character Area Existing Land Use

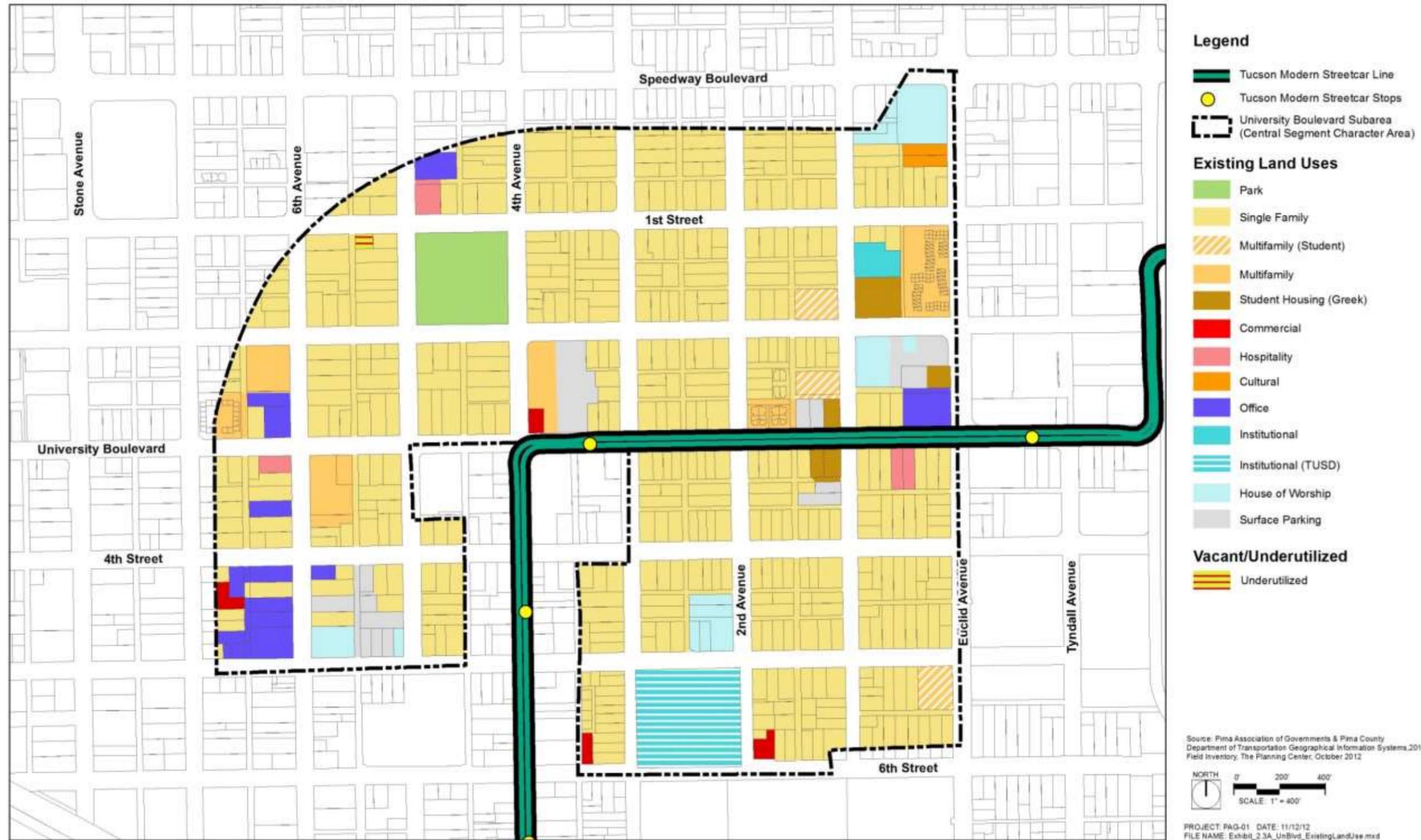


Exhibit 14: Central Segment 4th Avenue Business District Character Area Existing Land Use

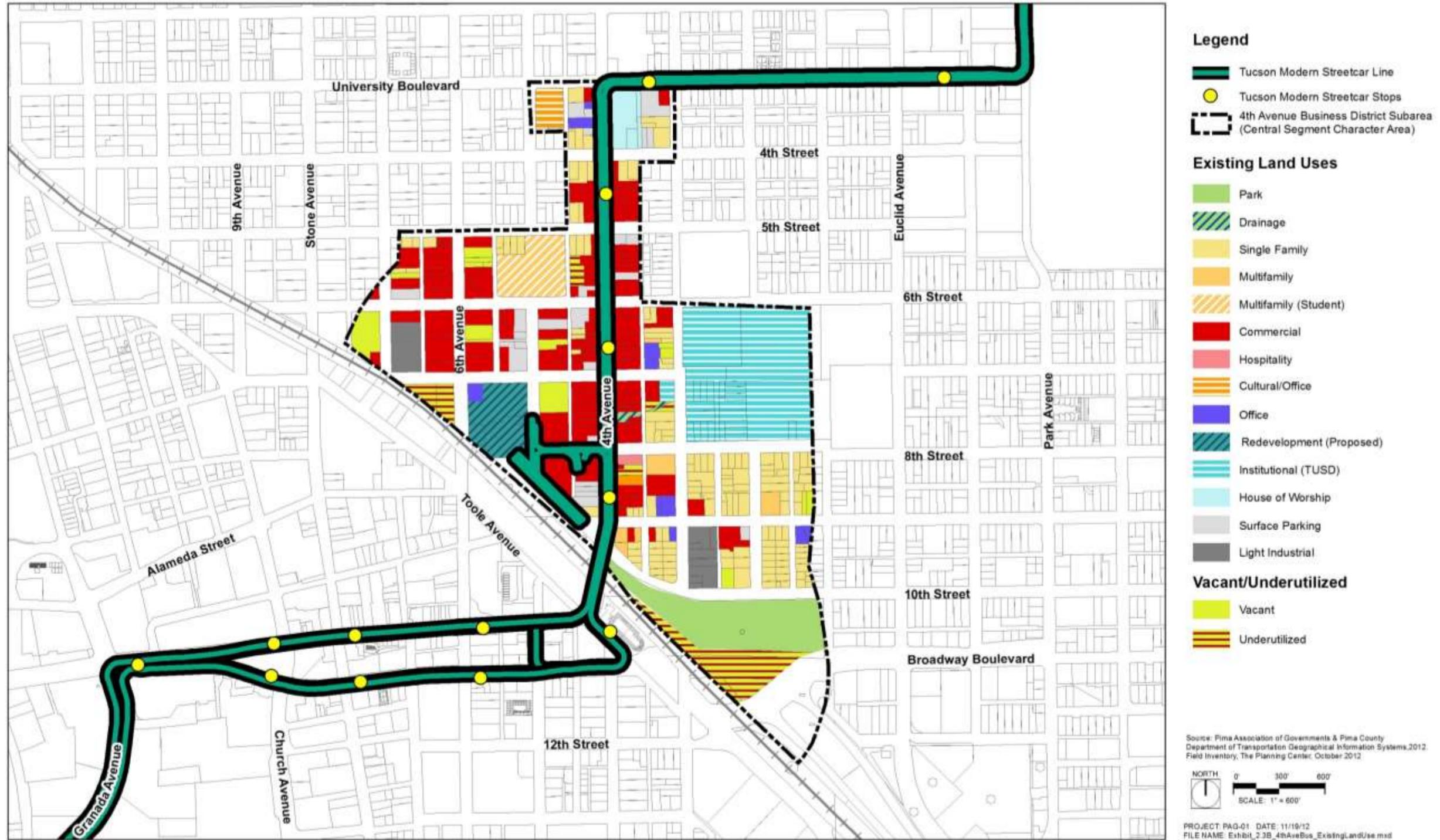


Exhibit 15: Central Segment University Boulevard Character Area Vacant and Underutilized Land

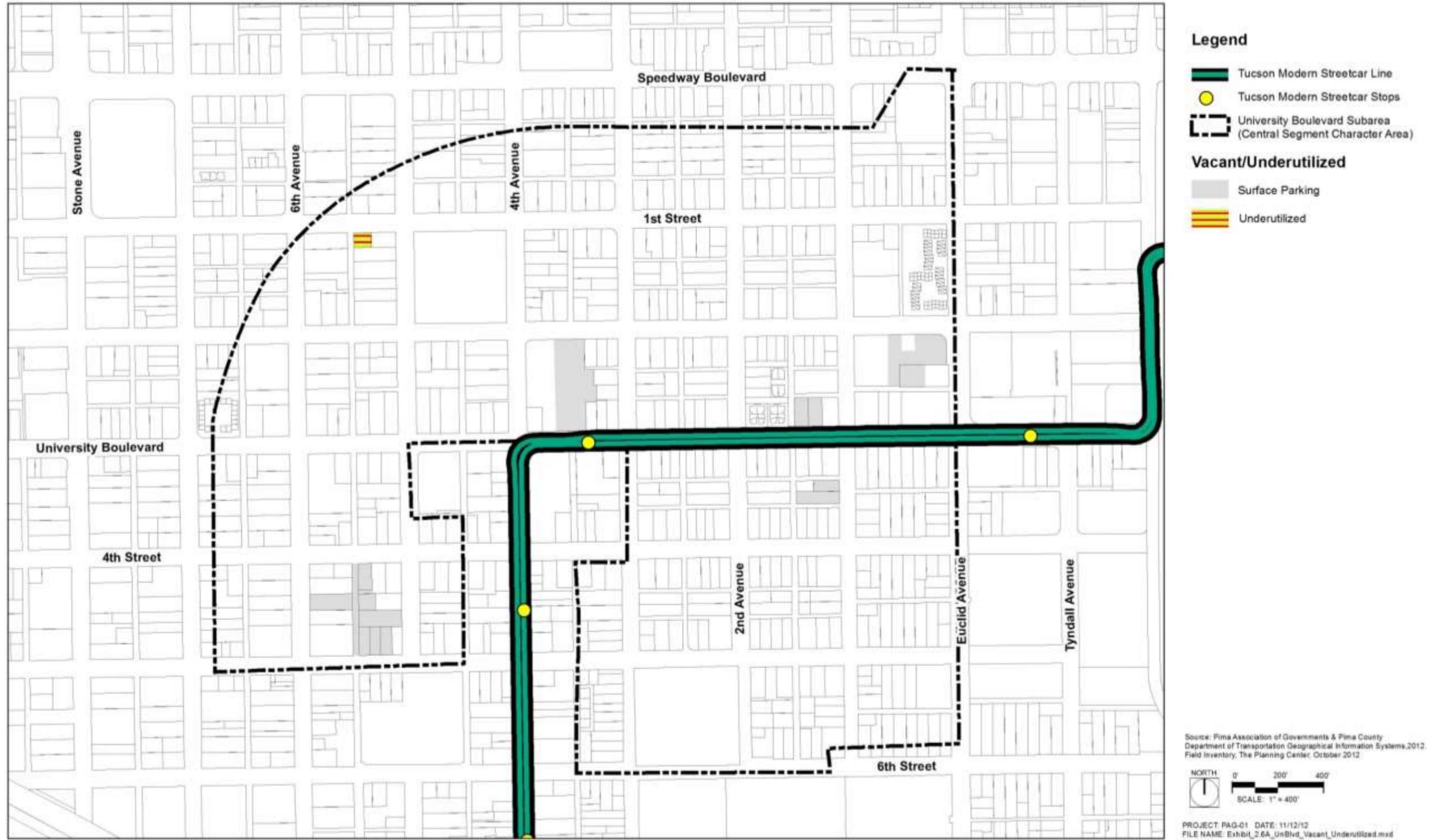


Exhibit 16: Central Segment 4th Avenue Business District Character Area Vacant and Underutilized Land

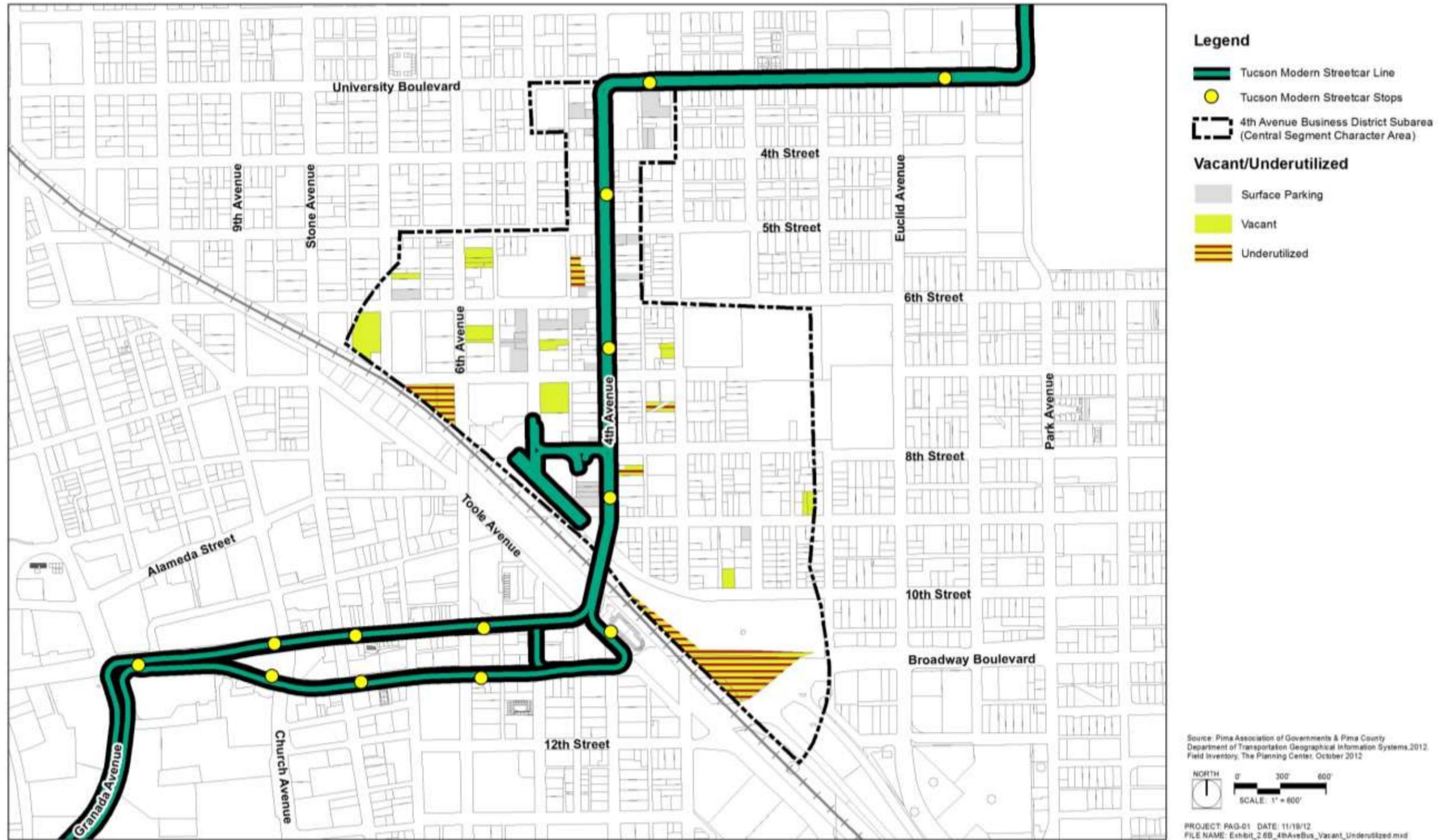


Exhibit 17: Central Segment University Boulevard Character Area Development Opportunities

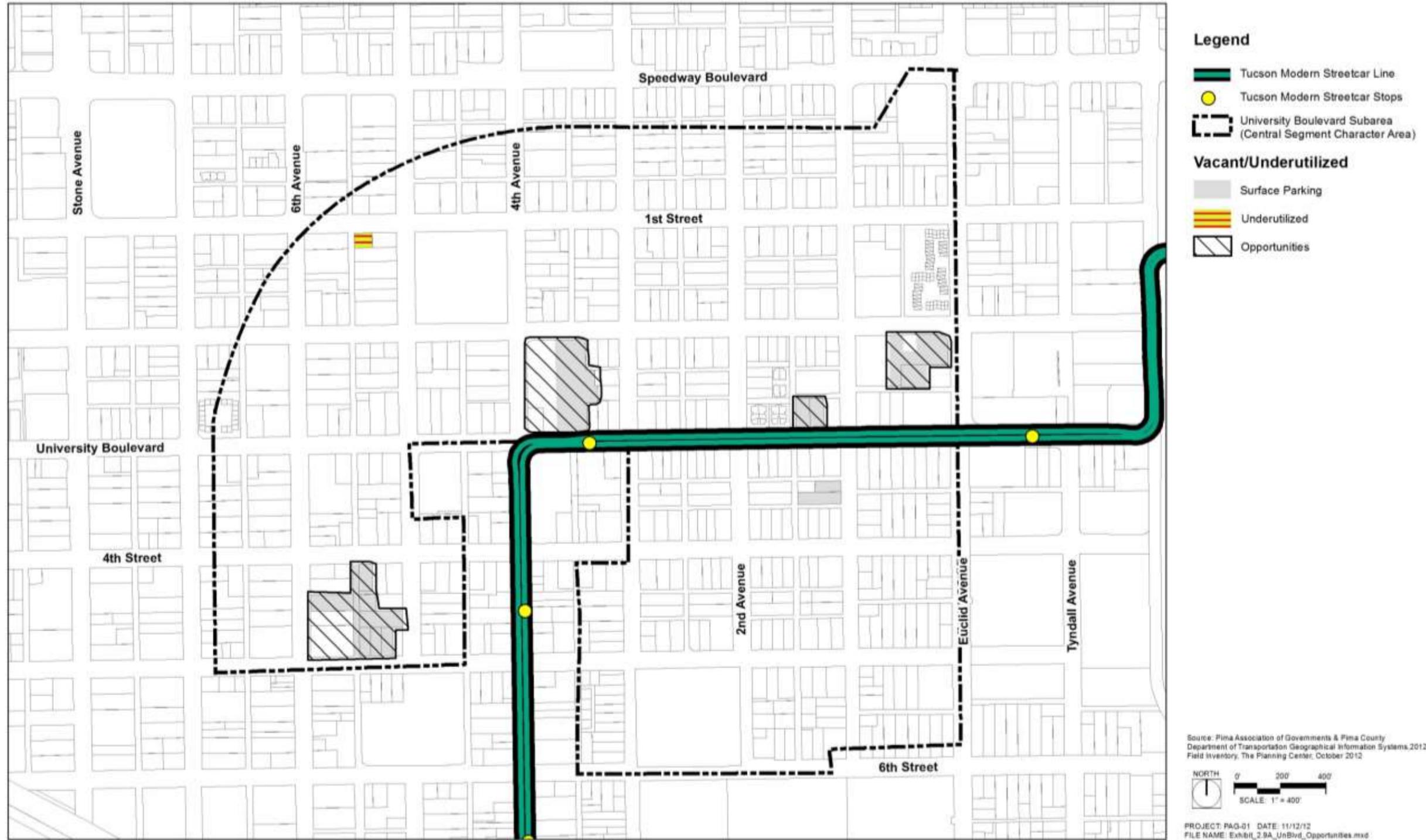


Exhibit 18: Central Segment 4th Avenue Business District Character Area Development Opportunities

