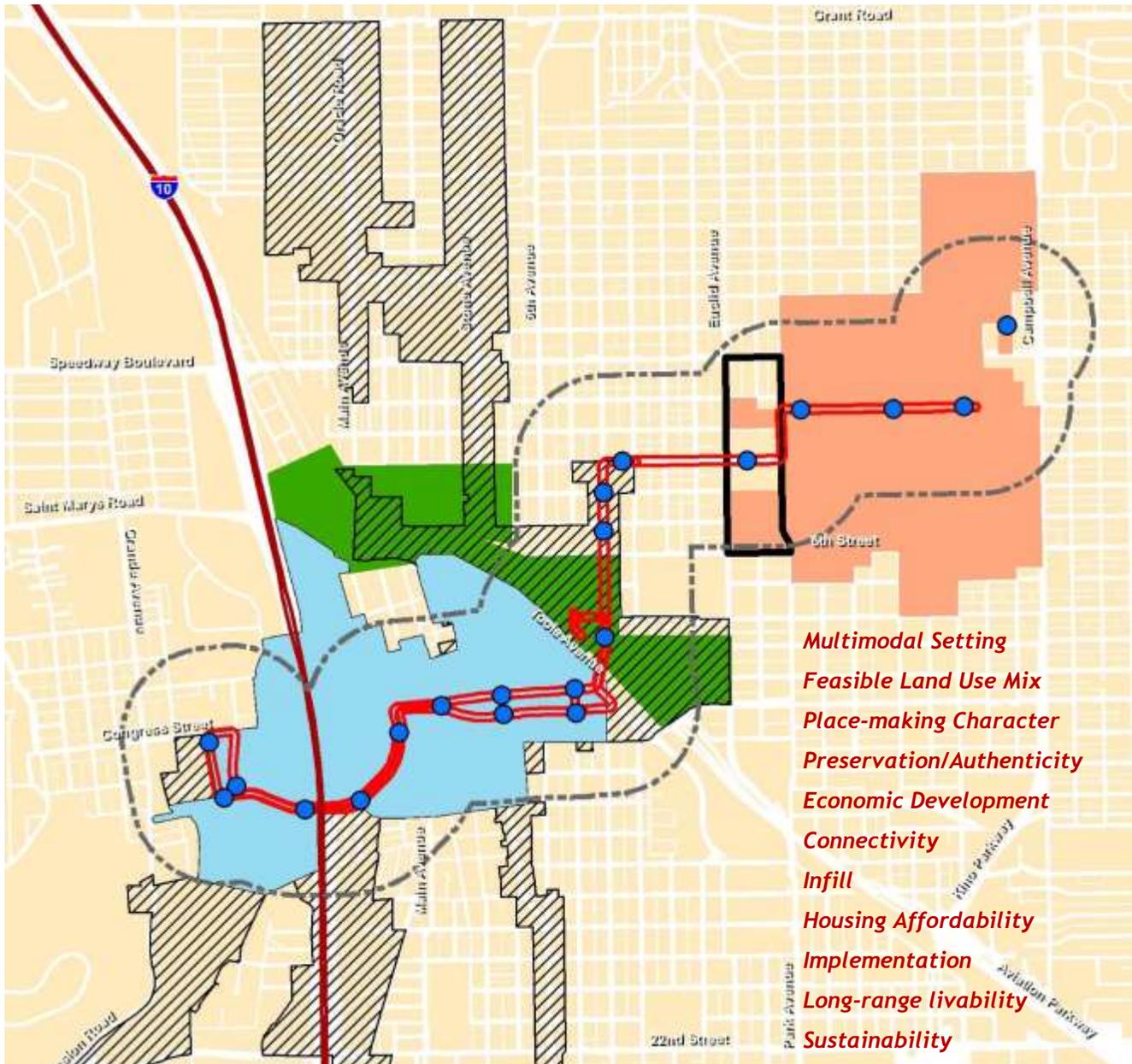


Main Gate and WUNP Transition Area (Task 3)



Tucson Modern Streetcar Land Use and Development Implementation Plan

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Transportation Analysis and Recommendations for Main Gate West University Neighborhood Plan (WUNP) Transition Area Diagnostic Report (Task 3)

Main Gate Character Area Location

Serving as the main gate to the University of Arizona, this character area is bound by Euclid Avenue on the west, Helen Street on the north, the University of Arizona Main Gate and Park Avenue on the east, and 6th Street on the south. Main Gate Square, a pedestrian-friendly dining and shopping destination featuring over 20 retailers and 30 restaurants near the University of Arizona and Tucson's historic neighborhoods, is located in this area.

The Marshall Foundation owns and manages most of the two-block area on University Boulevard between Park Avenue and Euclid Avenue. Located west of the University campus, the Main Gate shopping district includes restaurants and retailers that appeal to the University population. The Marshall Foundation currently has plans to develop more restaurants and entertainment facilities in the two-block area. The Marshall Foundation is not involved in residential development.

Through 2014, over 3,000 new apartments for college students are being planned. Of this total, 1,730 units are located in the Main Gate character area. The 14-story *Level* at 1020 N. Tyndall Avenue will house more than 550 students. The 13-story *Park Avenue* at 1031 Park Avenue, will house 580 students. *The Hub at Tucson*, a 14-story building at the northwest corner of First Street and Tyndall Avenue will house 600 students.

Neighborhoods, Neighborhood Associations and Neighborhood Plans

The Main Gate character area is bounded by Pie Allen neighborhood on the south, West University Neighborhood on the west, Feldman's Neighborhood on the north and the University of Arizona Campus on the West. These adjacent neighborhoods include the West University Neighborhood Association, the Pie Allen Neighborhood Associations, and the Feldman's Neighborhood Association. The West University Neighborhood Plan impacts development within this area and is described in the 2001 *General Plan, Area Plans and Neighborhood Plans* chapter. Exhibit 1 shows the Main Gate Character Area.

Exhibit 1: Main Gate Character Area

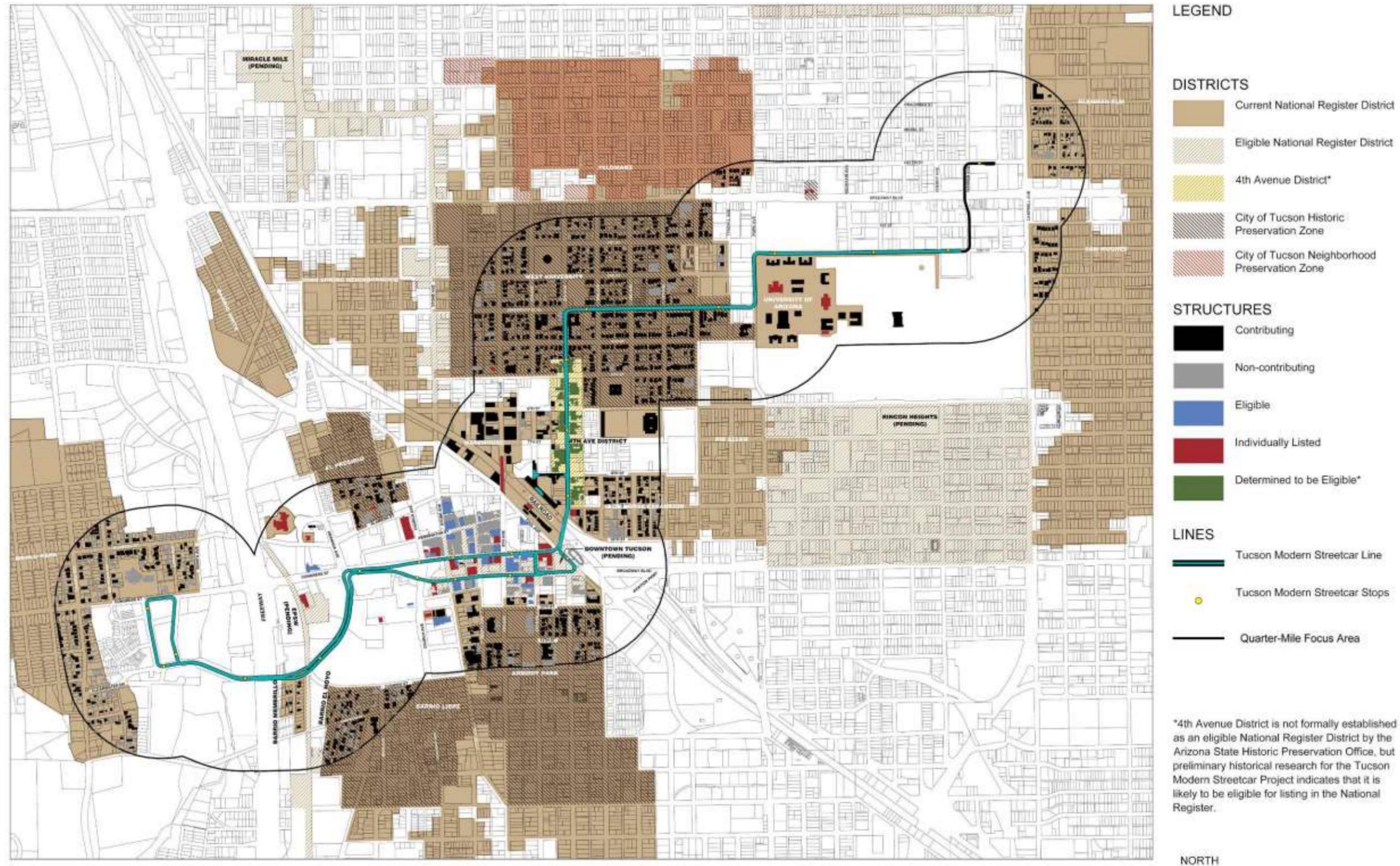


National Register Historic District

Portions of the Main Gate character area hold National Register Historic District designation. The West University, Feldman's and Pie Allen neighborhoods are National Register Historic Districts. Portions of the adjacent UA campus are also included in this registry. There are several contributing buildings within the character area. The National Historic District and contributing buildings are illustrated in *Exhibit 2: City of Tucson Historic Districts and Structures within the ¼ Mile Focus Area*.

Tucson Modern Streetcar Land Use and Development Implementation Plan

Exhibit 2: City of Tucson Historic Districts and Structures within the ¼ Mile Focus Area



Regional Transportation System, Multimodal Connectivity, Infrastructure and Parking

Exhibit 3: Main Gate Regional Transportation System and Multimodal Connectivity, shows the existing transportation system for the Main Gate character area and its surroundings. The WUNP transition area (Main Gate) is served by a comprehensive grid network of roadways. Speedway Boulevard, 6th Street, and Stone Avenue, three of the four roadways which border the area, are major arterials. In addition, Euclid Avenue, which passes through the area, is also a major arterial. It should be noted that there are several named alleys in the WUNP area, including:

- Echols Avenue
- Ferro Avenue
- Arizona Avenue
- Herbert Avenue
- Hoff Avenue
- Bean Avenue
- Jacobus Avenue

The alleys have a speed limit of 15 mph, allow parking on one or both sides (depending on the roadway width), and are often used for garbage and recyclables pick up. The alleys listed are all north-south roadways, and are stop controlled at each intersection. Most of the roadways in Main Gate have a speed limit of 25 or 30 mph, with the exception of Speedway Boulevard. Most of the streets allow on-street parking as well. There are a few signalized intersections in the area, including the following:

- University Boulevard and Euclid Avenue
- 6th Street at Stone Avenue, 6th Avenue, 4th Avenue, Euclid Avenue, and Park Avenue
- Speedway Boulevard at Stone Avenue, 6th Avenue, 4th Avenue, Euclid Avenue, and Park Avenue

In addition, there is also a TOUCAN (Two groups CAN cross) signal at the intersection of Stone Avenue and University Boulevard, which is a signalized bicycle and pedestrian crossing.

Multimodal Transportation and Connectivity

The existing multimodal infrastructure in the Main Gate character area serves higher-than-average volumes of pedestrians and cyclists, due in large part to its proximity to the University of Arizona. Some of the major roadways (i.e. Euclid Avenue and 6th Street) do not have bike lanes, but the 3rd Street/University Boulevard bike boulevard serves significant bicycle volumes. There are existing sidewalks throughout the area, but accessibility for all users can be improved. The one planned Streetcar stop in this area will be accessible for all users, and there are existing transit (Sun Tran and Cat Tran) stops. The following sections provide additional details about existing bicycle, pedestrian, and transit facilities, access, and use.

Bicycle Modal Choice: According to the 2011 Regional Bicycle/Pedestrian Count Summary, four of the top 13 locations for bicycle traffic are located in the Main Gate area, including:

- University Boulevard (a designated bike boulevard) and Park Avenue has the second highest bike volumes, with 995 cyclists in the combined weekday peak periods (7:00 – 9:00 AM and 4:00 – 6:00 PM)
- University Boulevard and Stone Avenue has 313 cyclists in the combined peak periods (8th highest overall)
- Speedway Boulevard and Park Avenue has 231 cyclists in the combined peak periods (11th highest overall)
- 6th Street/Park Avenue has 168 cyclists in the combined peak periods (13th highest overall)

The University of Arizona has the highest bicycle and pedestrian activity of any area along the Streetcar line, and that activity spills over into the West University Neighborhood Plan (WUNP) Transition Area. Many cyclists use the 3rd Street-University Bike Boulevard to access the University, and the 4th Avenue Bike Boulevard provides a connection to the north. *Exhibit 3: Main Gate Regional Transportation System and Multimodal Connectivity* shows the existing bike routes in the WUNP area, including the bike boulevards, bike routes with paved shoulders or shared lanes, and residential streets which are considered appropriate for cyclists based on posted speeds and other characteristics.

However, despite the plethora of existing bicycle facilities in the area, significant expansion and improvement will be needed to maintain safe and efficient operations for cyclists in the area. For example, although Park Avenue is a bike route, the segment from Speedway Boulevard to 6th Street does not have delineated bike lanes, so cyclists may ride on the sidewalks to reach bike parking areas, which would then create conflicts with pedestrians. As examples of this behavior, at the intersection of Park Avenue and 6th Street, 16% of cyclists rode on the sidewalk, and at Park Avenue and Speedway Boulevard, 28% of cyclists rode on the sidewalk. In addition to the roadway infrastructure, there are also several free bicycle parking areas throughout the Main Gate character area as well as paid secured bicycle parking areas in the Main Gate and Tyndall Avenue garages. The University (adjacent to the WUNP area) has nearly 9,700 bike parking spaces overall (including approximately 2,400 shaded spaces¹), and operates a free bike share program. For cyclists who are concerned about bicycle theft, there are secure bike enclosures, bike lockers, and a free bike valet service.

Pedestrian Modal Choice: The WUNP area not only serves significant bicycle volumes, but also serves a high number of pedestrians. For example, the intersection of Park Avenue and University Boulevard had the highest number of pedestrians for all locations included in the 2011 Regional Bicycle/Pedestrian Count Summary with 2,158 in the combined peak periods (7:00 – 9:00 AM and 4:00 – 6:00 PM). Two additional WUNP intersections were in the top seven locations for pedestrian traffic, as listed below:

¹ Alta Planning + Design and Kimley-Horn and Associates. *University of Arizona Area Bicycle and Pedestrian Study*, December 2012.

- 4th Street and Tyndall Avenue – 1,070 pedestrians in the combined peak periods (4th overall)
- Speedway Boulevard and Park Avenue – 708 pedestrians in the combined peak periods (7th overall)

Based on field data that was collected for the University of Arizona Needs Assessment Study² in 2007, the sidewalk network in the WUNP area east of Euclid Avenue is comprehensive. There are a couple locations within that boundary that did not have a textured ramp and/or curb cut, but most areas have one or the other, providing accessibility for all users. However, in several cases, sidewalks are too narrow to provide an attractive pedestrian environment, or fail to meet the most current ADA standards. These concerns are present throughout the WUNP area, with several instances of both in the area west of Euclid Avenue. However, the sidewalk infrastructure in the WUNP area between Stone Avenue and Euclid Avenue is somewhat less comprehensive. On most blocks, there is sidewalk on at least one side of the roadway. However, there are some areas where the sidewalk abruptly ends midblock (see Sidewalk Discontinuity image below), and other blocks where one side does not have any sidewalk. In addition, there are a number of locations which are not ADA accessible, such as the northwest and northeast corners of the intersection of 5th Street and 3rd Avenue as shown in the image below.

With the construction of the Streetcar and student housing developments in the area, it is expected that the number of pedestrians will only continue to increase. Existing sidewalks may need to be improved and/or widened, especially in areas where pedestrians are expected to travel to/from the Streetcar stop on University Boulevard. In addition, there are a number of crosswalks in the area as well as access to/from the University, but as volumes increase, crossings may need to be improved and additional crossings may need to be added, particularly near the new student housing developments.

² Morrison, Maeirle for PAG. University of Arizona Needs Assessment Study. Final Report, April 2008.



Sidewalk Discontinuity along 3rd Avenue, PSOMAS, 2012



Non-ADA Accessible Sidewalks, PSOMAS, 2012

Bus Modal Choice: There are multiple existing transit services in the West University area, including Sun Tran and Cat Tran as shown in *Exhibit 3: Main Gate Regional Transportation System and Multimodal Connectivity*. The Ronstadt Transit Center is the closest transit center to this area, and is served by a number of routes that connect all areas of Tucson as well as TICET, a local downtown circulator route. The University of Arizona also provides subsidized transit passes (U-Pass) for students and employees as one way to encourage transit use and reduce the number of personal vehicles on campus.

In the future, the Streetcar will include three stops in the WUNP area at the following locations:

- 4th Avenue between 4th Street and 5th Street
- University Boulevard at 3rd Avenue
- University Boulevard at Tyndall Avenue

The existing and future transit services provide comprehensive access to/from parking and residential areas throughout the WUNP area.

Existing Off-site Streets

The major off-site streets within the Main Gate character area are: Speedway Boulevard, with a 120-foot right-of-way; Euclid Avenue with an 80-foot right-of-way; 6th Street with an 80-foot right-of-way; and Park Avenue with a variable right-of-way of 50 to 70 feet.

Access Points

The main access to the Main Gate character area is Euclid Avenue, with additional access provided by Speedway Boulevard to the north, 6th Street to the South and Park Avenue to the east.

Scheduled Roadway Improvements

There are two planned bike boulevard projects in the Main Gate area, including:

- 5th Street Bike Boulevard, 9th Avenue to Highland Avenue
- University Boulevard/3rd Street Bike Boulevard

There are no other planned/funded roadway projects in the Main Gate Study Area.

Bicycle and Bus Routes

As shown on *Exhibit 3: Main Gate Regional Transportation System and Multimodal Connectivity*, Sun Tran Routes and Cat Tran Routes serve the Main Gate character area. The Sun Tran bus route currently includes 3 stops on Speedway Boulevard, 2 stops on University Boulevard, inside Main Gate Square, 6 stops on Euclid Avenue, 2 stops on Park Avenue, and 2 on 6th Street.

Several bike routes exist within the Main Gate Character Area, including:

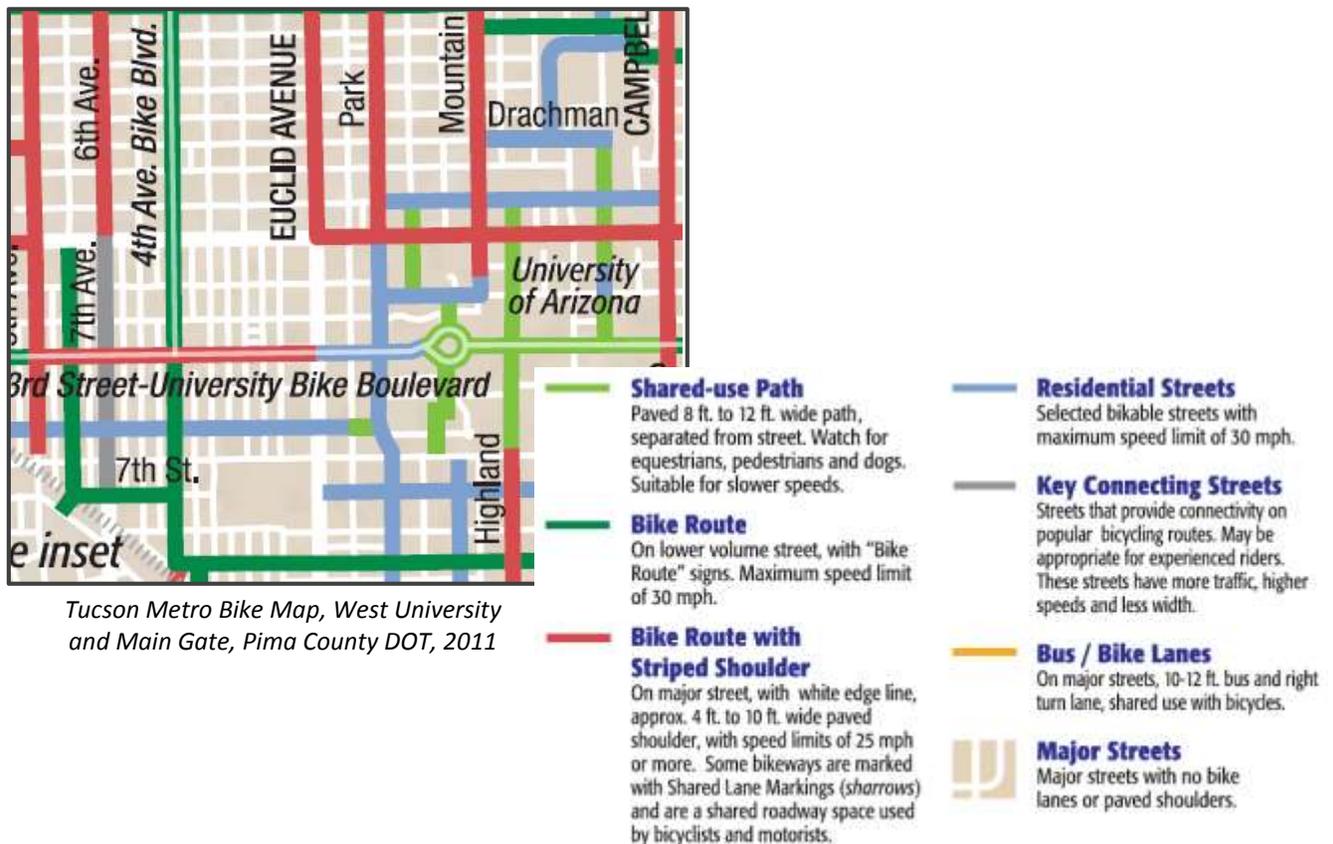
- East 5th Street Residential Bike Route
- Park Avenue Residential Bike Route
- 3rd Street/University Boulevard Bike Route
- Shared Use Path connecting Tyndall Avenue and Park Avenue
- North Tyndall Avenue Bike Route
- Bus/Bike Lane along Euclid
- Bike Route with Stripped Shoulder along Speedway Boulevard

Infrastructure

Infrastructure for different travel modes in the Main Gate character area include bike lanes, shared-use paths, bus/bike shared lanes, sidewalks and transit stops. The Main Gate area is served by a grid network of roadways, including three major arterials (Speedway Boulevard, 6th Street, and Euclid Avenue). Many of the streets allow on-street parking. There are two parking garages (Tyndall Avenue and Main Gate) and there are signalized intersections at the following locations:

- Speedway Boulevard at Euclid Avenue and Park Avenue
- University Boulevard at Euclid Avenue
- 6th Street at Euclid Avenue and Park Avenue

The existing multi-modal infrastructure in the area serves higher-than-average volumes of pedestrians and cyclists, but has much room for improvements. Some of the major roadways (i.e. Euclid Avenue and 6th Street) do not have bike lanes, but the 3rd Street/University Boulevard bike boulevard serves significant bicycle volumes. The figure below shows the existing bike routes in the Main Gate character area, include bike boulevards, bike routes with paved shoulders or shared lanes, and residential streets which are considered appropriate for cyclists based on posted speeds and other characteristics.



Tucson Metro Bike Map, West University and Main Gate, Pima County DOT, 2011

The existing sidewalk network is comprehensive east of Euclid Avenue, but there are some locations which do not have adequate ramps or curb cuts, which limits accessibility for certain users. Sidewalk connectivity and accessibility should continue to be improved outside the Main Gate Square area as the Main Gate character area continues to develop and/or redevelop. Additionally, this area is currently served by multiple transit services, including Sun Tran and Cat Tran. The Ronstadt Transit Center (located downtown) is closest to this area, and is served by a number of routes that connect all areas of Tucson. The University of Arizona also provides subsidized transit passes (U-Pass) for students and employees.

Parking

Parking has long been an area of concern in the West University area given its proximity to the University of Arizona. The following sections provide information about existing parking in the study area.

University of Arizona Parking

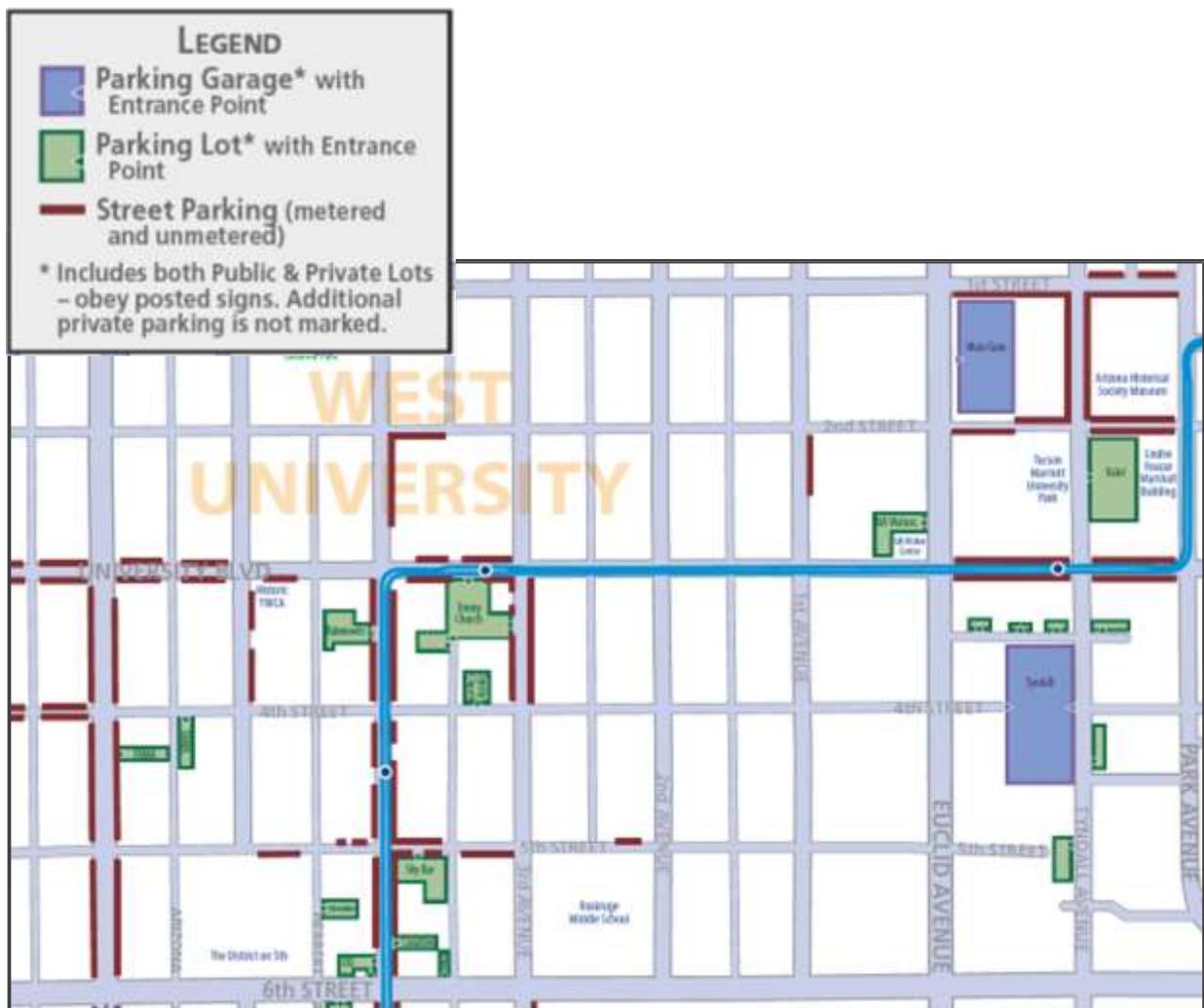
Based on information from a recent meeting with the University of Arizona Parking and Transportation Services (PTS), the University currently manages 18,000 spaces, including on-street metered parking and parking spaces in lots and garages. Two of the University-owned garages, the Main Gate Garage and the Tyndall Garage, are located within the WUNP boundaries. Both garages include visitor and permit parking. Approximately 16,000 permits are sold for 9,000 spaces in parking garages, lots, and along streets controlled by the University, and are oversold in all cases to allow for high utilization of available parking spaces. The number of permits that have been sold had recently been flat, and permits have not sold out in five years. In addition, the University does not plan to increase the number of spaces in the near future, but surface parking will be replaced with parking garages. For example, a new parking garage south of 6th Street is being considered to replace surface street parking that will be lost due to other construction projects (including the Streetcar).

West University Neighborhood Parking:

With the exception of the University-owned parking garages, parking in the WUNP area includes public and private surface lots, on-street permit parking, and both metered and unmetered public on-street parking. The figure below shows the existing parking facilities for much of the WUNP area. Note that the figure shows lots which are both public and private, but only shows public on-street parking. Areas where no on-street parking is shown are typically the locations of on-street permit parking, which is reserved for residents and their visitors. While most of the roadways in the WUNP area do include on-street parking, there is no on-street parking along Speedway Boulevard, Stone Avenue, 6th Street, Euclid Avenue, or Park Avenue. Because of the projected increase in parking demand, ParkWise has begun to evaluate some changes and additions for parking in the WUNP area, including:

- Add parking meters along 4th Avenue

- Purchase/lease one floor of the future Trinity Church parking garage
- Consider the construction of additional parking structures to replace on-street parking lost due to Streetcar construction



Existing Parking, West University and Main Gate, ParkWise, 2012

As previously discussed, the existing student housing within and immediately adjacent to the West University area is expanding with the addition of a 14-story student apartment complex (Level), which is under construction at 1020 North Tyndall Avenue (between Speedway Boulevard and 1st Street). The building will have 562 beds and only 90 parking spaces, which is a parking ratio of 0.16 spaces per bed³. According to the same study, a parking ratio of approximately 0.86 spaces per bed is appropriate for off-campus residential projects (based on data collected at The District, located at 550 North 5th

³ Desman Associates for ParkWise. *4th Avenue Business District Parking Study*. Draft Report, September 2012.

Avenue). However, the study also states that even though the parking ratio for Level is much lower than the ratio at The District, the project is not expected to have an impact on parking in the area.

A second development, Park Avenue, is also under construction. Park Avenue is just east of Level, and will have 8,000 square feet of ground floor retail and 393 beds⁴. In addition, the development will have 25,000 square feet of parking, (approximately 65 parking spaces), which results in a parking ratio of 0.17 spaces per bed, similar to Level. This may be an additional cause for concern for the University, particularly because this development also includes retail space, which may attract additional drivers to the area.

Traffic Analysis and Potential Intrusion to Adjacent Historic Neighborhoods

The West University Neighborhood Plan area is bordered by the Pie Allen neighborhood on the south and Feldman's on the north. The grid network of streets in these neighborhoods can be conducive to cut-through traffic, but there are treatments that can be implemented to minimize that behavior. In addition, some of the streets have wide pavement widths, which can lead to increased speeds and may be more attractive to drivers wishing to avoid delays. For example, the photograph below shows 4th Street near 6th Avenue, looking east. As seen in the image, even with the presence of on-street parking along both sides of the roadway, the roadway appears wide open, with very clear visibility over one-half mile.



WUNP Roadway (4th Street), PSOMAS, 2012

⁴ Campus Acquisitions. <http://www.campusacquisitions.com/ca/under-construction/universityarizona/park-ave.php>, accessed July 2013.

Current and Future Transportation Shortcomings

Under existing conditions, the two major transportation shortcomings are traffic congestion and parking availability. Parking areas have been added to the West University area in recent years (including the Main Gate and Tyndall Avenue garages), but due to its proximity to the University campus and the commercial area along University Boulevard, parking remains a major concern.

Traffic congestion is also a major concern for each of the major roadways in the study area. The most recent available traffic volumes (from either 2010 or 2011) on the major roadways within and adjacent to the West University area as well as the approximate capacity of each roadway show that Speedway Boulevard is over capacity in the West University area, and Euclid Avenue between Speedway and University Boulevards is close to capacity. As traffic volumes continue to increase, drivers may become frustrated with delays and may cut through the nearby neighborhoods in an attempt to avoid congestion.

There are various pedestrian and bicycle facilities in the West University area, but there is significant room for expansion and improvement. In several cases, sidewalks are too narrow to provide an attractive pedestrian environment, or fail to meet the most current ADA standards. There are also several pedestrian/bicycle/vehicle conflict areas that require improved traffic control, delineation, education or other treatment. For example, according to the 2011 Regional Bicycle/Pedestrian Count Summary, the intersection of Park Avenue and University Boulevard serves high bicycle and pedestrian volumes (995 and 2,158 in the combined peak periods, respectively), but the sidewalk ramps do not meet current ADA standards. Additionally, the segment of Park Avenue from Speedway Boulevard to 6th Street does not have delineated bike lanes, so cyclists may ride on the sidewalks to reach bike parking areas, which would then create conflicts with pedestrians. As examples of this behavior, at the intersection of Park Avenue and 6th Street, 16% of cyclists rode on the sidewalk, and at Park Avenue and Speedway Boulevard, 28% of cyclists rode on the sidewalk (2011 Regional Bicycle/Pedestrian Count Summary). In the future, it may be necessary to provide additional bicycle parking, particularly near the planned Streetcar stop. There are a number of available transit services, which will be supplemented by the addition of the Streetcar.

From 1996 to 2006, the University student plus employee population increased from 46,300 to 51,300 (University of Arizona Fact Book 2006-07). According to the 2003 University of Arizona Comprehensive Plan, the future plan is for the University to support 40,000 full time equivalent students and a total (student plus employee) population of 75,000. As the University's population increases and more students and staff commute to campus via personal vehicle, traffic congestion will increase and parking will become a bigger issue unless policies are put in place to encourage users to shift to other modes. Therefore, it is important to provide options for commuters, and continue to encourage alternate modes of travel.

The existing student housing within and immediately adjacent to the West University area is expanding with the addition of a 14-story student apartment complex, which is under construction at 1020 North Tyndall Avenue (between Speedway Boulevard and 1st Street). The building will have 562 beds and only 90 parking spaces, which is a parking ratio of 0.16 spaces per bed (4th Avenue Business District

Parking Study). According to the same study, a parking ratio of approximately 0.86 spaces per bed is appropriate for off-campus residential projects (based on data collected at The District, located at 550 North 5th Avenue). The study also states that even though the parking ratio is much lower at the development on Tyndall Avenue, the project is not expected to have an impact on parking in the area. Although the developer will encourage tenants to leave their cars at home and make use of the car share vehicles, walking, cycling, or Streetcar (all of which are or will be located within steps of the front door), the University of Arizona Parking and Transportation Services (PTS) is concerned that tenants may use campus parking lots and/or garages for vehicle storage.

Opportunities and Strengths of the Area

Because of its proximity to the University of Arizona, there are a number of strengths and opportunities for improving and expanding alternate modes of transportation in the West University area. There are several high-density residential developments as well as a number of commercial properties in the area (many immediately adjacent to the Streetcar alignment), which provide both a base of users for the Streetcar and destinations for riders to travel from other areas into the West University area. Transit Cooperative Research Program (TCRP) Report 128 – *Effects of TOD on Housing, Parking, and Travel* studied transit-oriented developments in four cities, and found that overall, the vehicular trip generation rate is between 38% and 50% lower than the ITE rates for typical developments of a similar size, which indicates that tenants in similar developments tend to use alternate modes of travel at a high rate.

The development density in the West University area (which is increasing with the addition of student housing developments) and lack of vehicular network provides an opportunity to shift trips from vehicles to other modes, such as walking, cycling, or riding the Streetcar or other transit. In addition, the University of Arizona *Needs Assessment Study* found that approximately 89% of students living within one mile of the University travel to campus via bike, transit, or by walking. Within two miles, approximately 84% travel to campus via alternate modes. This indicates that the area already has a significant presence of alternate modes of travel (including transit, cycling, and walking). The addition of the Streetcar will facilitate travel between downtown Tucson, the West University area, and the University of Arizona, since the Streetcar line travels through all three areas.

The University currently operates both a car share and bike share program. The car share program currently includes 10-15 vehicles in the Hertz car-sharing program, and charges \$8 per hour. Cars are available at five locations around campus. The bike share program currently includes 50 bikes, and is free for students. Bicycles can be checked out at multiple locations on campus, and can be taken home overnight. If the University chooses to expand its bike share and car share programs, the parking garages in the West University area could be used as locations for picking up and dropping off the cars and bikes. This may be particularly useful at the Main Gate garage to serve hotel guests, approximately 40% of which do not rent cars. Parking rates can also be adjusted in the area, particularly along the Streetcar line. It may be necessary to increase parking rates for on-street parking adjacent to the Streetcar line to help increase turnover, which is beneficial for businesses.

There are two existing City of Tucson parcels at 1021 North Tyndall Avenue which currently include one building and surface parking, but could be redeveloped to better serve the area. These parcels could potentially become a mixed use parking garage, with retail on the ground floor and parking above. Residential units could also be included, depending on the needs in the area.

Parks, Trails, Bike Routes and Open Space

As shown on *Exhibit 4: Main Gate Character Area Parks, Trails, Bike Routes and Open Space*, with the exception of several courtyards that serve as gathering spaces, there are no parks within the Main Gate character area.

Major Property Owners

As shown on *Exhibit 5: Main Gate Property Ownership*, most of the property within the Main Gate character area is owned by the Arizona Board of Regents or the Marshall Foundation. There are also some privately-owned lands and two parcels owned by the City of Tucson.

Table 1

Main Gate Major Property Owners

Property Owner Category	Acreage
Arizona Board of Regents	22.27
Private	15.85
Marshall Foundation	5.29
City of Tucson	0.84
University of Arizona Foundation	0.07

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

Exhibit 3: Main Gate Regional Transportation System and Multimodal Connectivity

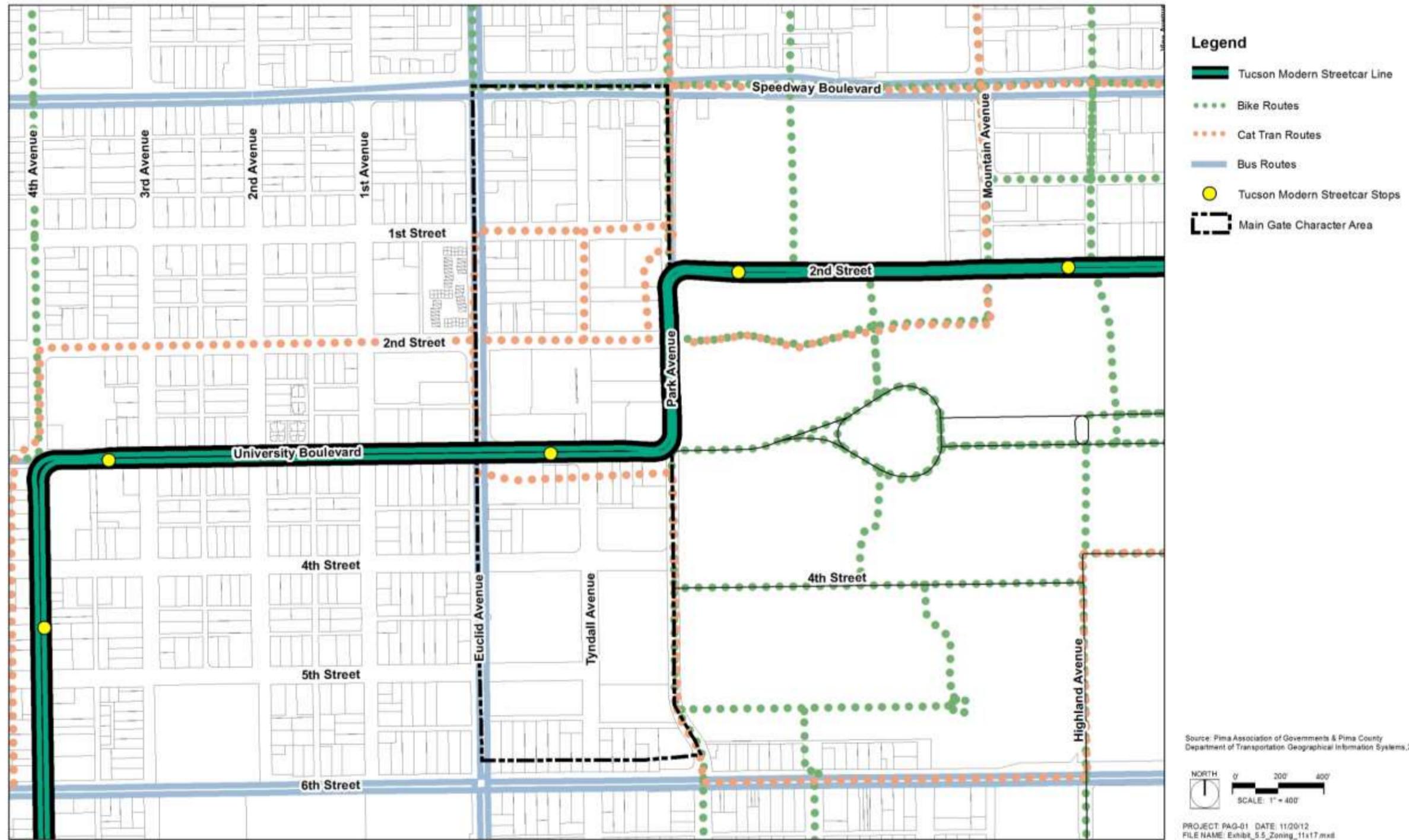


Exhibit 4: Main Gate Character Area Parks, Trails, Bike Routes and Open Space

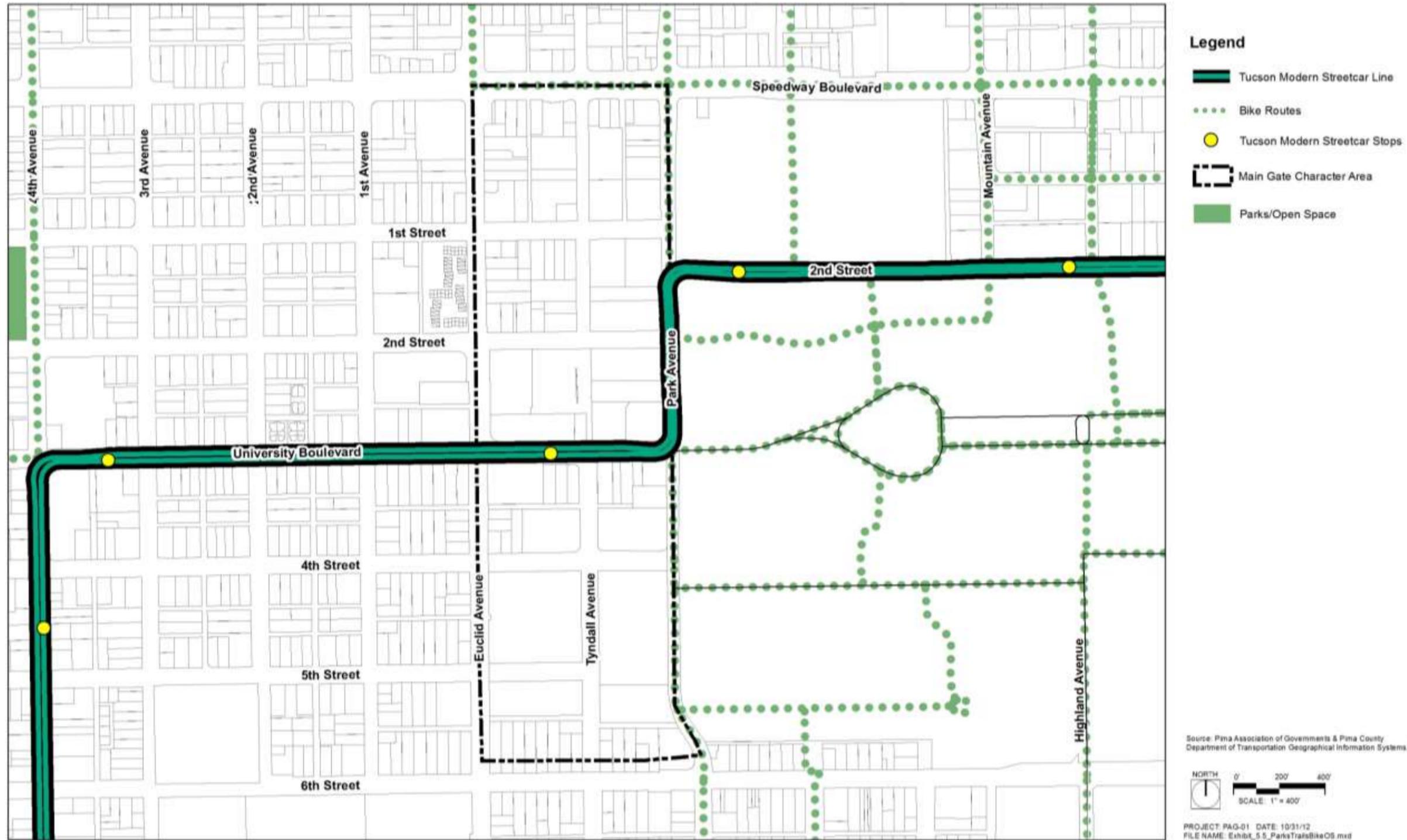
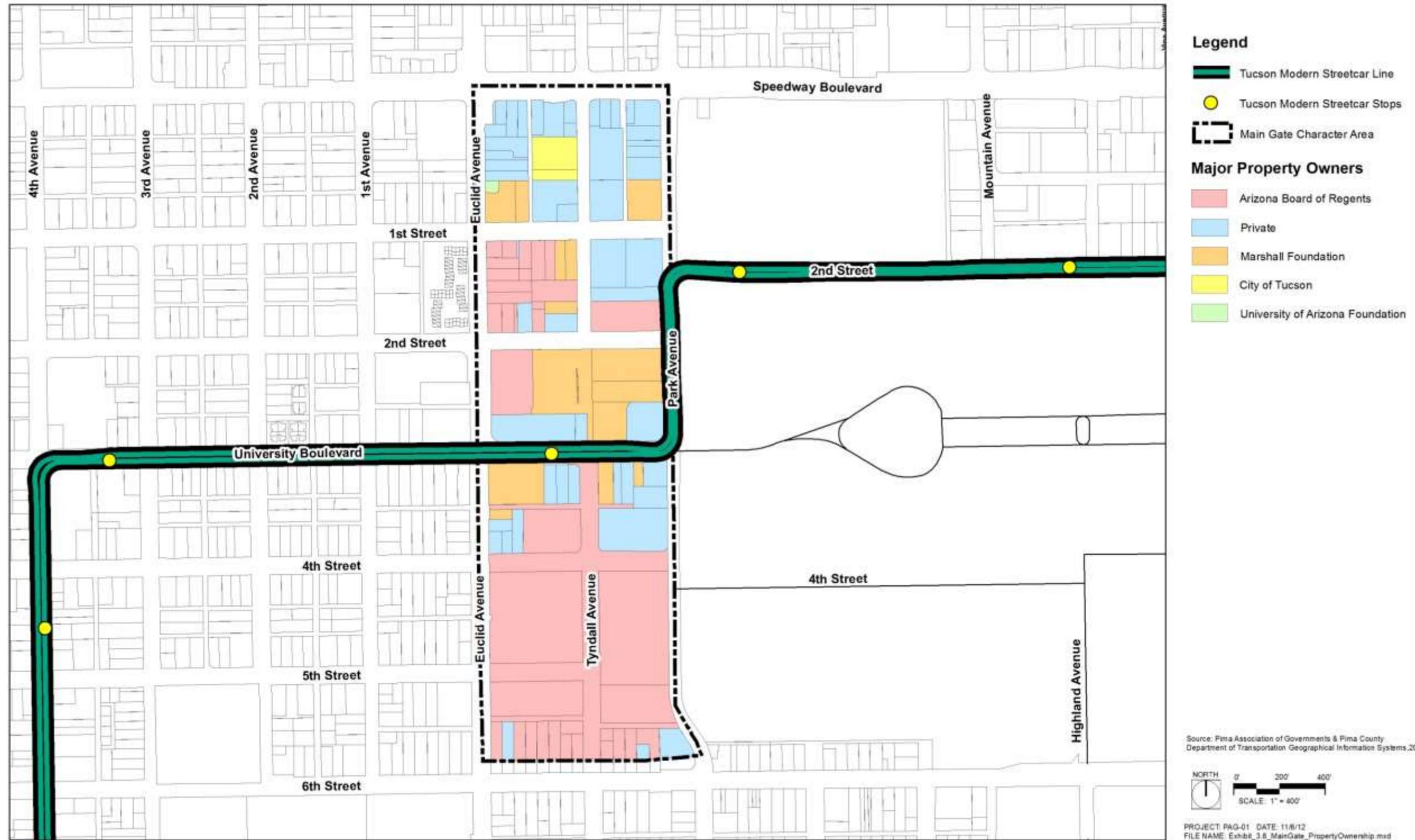


Exhibit 5: Main Gate Property Ownership



Existing Regulatory Framework

2001 City of Tucson General Plan

In conformance with the 2001 City of Tucson General Plan goals and policy framework, the following **Livable Tucson Goals** included in the 2001 City of Tucson General Plan Land Use element impact development within the Main Gate character area:

- **Better Alternatives to Automobile Transportation** - Includes improved public transportation system, bicycle- and pedestrian-friendly streets, improved roadways (landscape, lighting, sidewalks, bus stops), and promotion of alternatives to the automobile.
- **Infill and Reinvestment, Not Urban Sprawl** - Includes well-planned growth, the management of sprawl, and development in the city's core, rather than on the periphery.
- **Abundant Urban Green Space and Recreation Areas** - Includes recreation and green space within the city, including neighborhood and regional parks, common space, community gardens, bike and walking
- **People-Oriented Neighborhoods** - Includes designing new neighborhoods and investing in old neighborhoods to promote a mix of commercial and residential uses, a pedestrian focus, landscaping and aesthetics, and interaction among residents.
- **Successful Downtown** - Includes the cultural and commercial aspects of the city center.

Protection of Residential Neighborhoods While Promoting Compatible Infill. The critical residential land use theme common to the Tucson *Vision, Livable Tucson Goals*, and area and neighborhood plans is *the protection of residential neighborhoods while promoting compatible infill*. More recent planning and community design approaches highlight pedestrian- and transit-oriented development as a means to increase residential density, reduce auto trips, and promote transit use. Generally, the higher the density, the lower the vehicle miles traveled (VMT) per capita. Fewer and shorter auto trips translate to lower road construction and maintenance costs as well as improved air quality.

Grouping Commercial Uses in Nodes or Mixed-use Activity Centers. The recurrent nonresidential theme focuses on *grouping commercial uses in nodes or mixed-use activity centers*. The integration of uses, particularly in mixed-use centers or village centers, is emphasized as one way to create a more livable, pedestrian-friendly community. In addition, increasing residential uses and density in and around activity centers will provide a local market for commercial services.

Urban Character (greater than 15 dwelling units per acre). The Main Gate character area is located within the *Urban Character (greater than 15 dwelling units per acre)* 2001 City of Tucson General Plan land use designation. This designation identifies areas, which include or are planned for high-density residential and supportive uses. High-density residential uses, such as apartments, condominiums, and town homes, are generally developed along major transportation corridors and close to activity centers, such as the University of Arizona, the Downtown area, and other commercial and employment generators. This land use pattern may also include a range of office, commercial, churches, public and

private schools, parks and recreation areas, and public and semipublic land uses, as well as lower density residential uses.

Activity Centers. The designation identifies the location of existing and planned mixed use activity centers. Activity centers promote a planned and integrated combination of commercial, office, entertainment, service, educational, employment, and residential uses within a focused area. Activity centers are planned to provide services at the local, community, and regional level. They are also intended to foster opportunities for the integration and promotion of multimodal transportation systems.

The University of Arizona activity center, including the Main Campus and the University Hospital complex, is an example of an activity center. The majority of the activity center is the property of the State or associated with the functions of the University. The *2001 General Plan* promotes continued coordination with the University and surrounding neighborhoods in the development of this area through more detailed specific plans. The Main Gate character area serves as the transition area from the University of Arizona activity center to the surrounding lower-density neighborhoods.

Main Gate Character Area Current Zoning

Exhibit 6 shows current zoning and overlay districts within the Main Gate character area. Table 2 shows Main Gate character zoning district acreages. Exhibit 8 shows maximum allowable density within the Main Gate. This exhibit also shows properties owned by the Arizona Board of Regents exempted from City of Tucson zoning regulations.

Table 2

Main Gate Character Area Current Zoning

Zoning District	Acreage
Residence R-2	8.68
Residence R-3	17.07
Commercial C-1	10.83
Commercial C-3	7.72
Office O-3	0.29
Historic Residence HR-1	0.76
Historic Residence HR-2	0.20
Historic Residence HR-3	1.65
Historic Commercial HC-1	2.58
Historic Commercial HC-3	1.58
Historic Office HO-1	1.04
Historic Office/Commercial/Residential HO-CR-2	4.13
Main Gate Urban Overlay District	58.57

Source: City of Tucson Unified Development Code.

Main Gate Existing and Maximum Allowable Residential Density

Existing Residential Density

Exhibit 7 shows existing residential densities within this character area. Existing residential densities are typically above 100 du/ac in the southern half of the Main Gate character area due to the higher-density UA dormitories located here. Non-residential uses currently dominate the northern half. As mentioned earlier in this chapter, new high-density student housing projects are already underway.

Maximum Allowable Residential Density

Exhibit 8 shows maximum allowable residential density based on current zoning. It also shows parcels own by the Arizona Board of Regents, which are exempt from City of Tucson zoning. As enabled by the recently adopted Main Gate Urban Overlay District, this area is likely to see significant densification with several parcels being developed well above 100 du/ac. The Main Gate Overlay District is delineated in *Exhibit 5: Main Gate Current Zoning*.

Main Gate Overlay Zones

Main Gate District

On December 5, 2011, in accordance with *Section 2.8.13 of the Land Use Code (LUC)*, the City of Tucson's Mayor and Council initiated a rezoning to an urban overlay district for a geographic area within the West University Neighborhood Plan known as the Transition Area. An urban overlay district allows for a zoning option that encourages transit-oriented development.

The urban overlay district known as the Main Gate District (MGD) is located south of Speedway Boulevard, west of Park Avenue, north of Sixth Street and east of Euclid Avenue. The modern streetcar route runs through the district with transit stops on nearby Second Street and at the approximate midpoint of University Boulevard within the MGD.

On December 13, 2011, the Mayor and Council adopted a plan amendment to the West University Neighborhood Plan's Transition Area. The new policies promote transit-oriented development in the overlay district. Transit-oriented development refers to a mixed-use residential and commercial area designed to maximize access to public transportation and to have features that encourage transit ridership. Other policies encourage urban and architectural design features that ensure pedestrian comfort and the use of the best practices of transit-oriented design.

The MGD zoning option is intended to conform to the transit-oriented policies recently adopted in the West University Neighborhood Plan and to conform to both the University Area Plan and the 2001 General Plan policies. The MGD zoning option allows a property owner to choose to develop the property with new uses and flexible development requirements in exchange for transit-oriented design of buildings and sites. A property owner who has chosen the MGD zoning option cannot revert to the underlying zoning standards without applying for a modification of zoning requirements or pursuing a separate rezoning. The overlay district does not preclude a property owner from pursuing an individual rezoning for his property.

Historic Preservation Overlay Zone (HPZ) and Neighborhood Overlay Zone (NPZ)

West University Historic Preservation Zone:

A portion of the Main Gate character area is located within the West University Historic Preservation Zone. See the Central Segment chapter for a description of the HPZ.

Feldman's Neighborhood Preservation Zone:

The Feldman's Neighborhood Preservation Zone overlaps a small portion of Main Gate along Speedway Boulevard. See the Central Segment chapter for a description of the NPZ.

Existing Planned Area Developments (PAD)

There are no approved or planned PADs within the Main Gate character area.

Existing Neighborhood/Area Plans

West University Neighborhood Plan (WUNP):

The West University Neighborhood Plan provides development guidelines for a portion of the Main Gate character area. See the Central Segment chapter for a description of the WUNP.

University Area Plan:

The University Area Plan provides development precepts and guidelines for the Main Gate character area. See the 2001 General Plan, Area Plans and Neighborhood Plans chapter for a description of this plan.

UA Campus Planning Area:

The UA Campus Planning Area includes portions of the Main Gate character area.

Exhibit 6: Main Gate Current Zoning

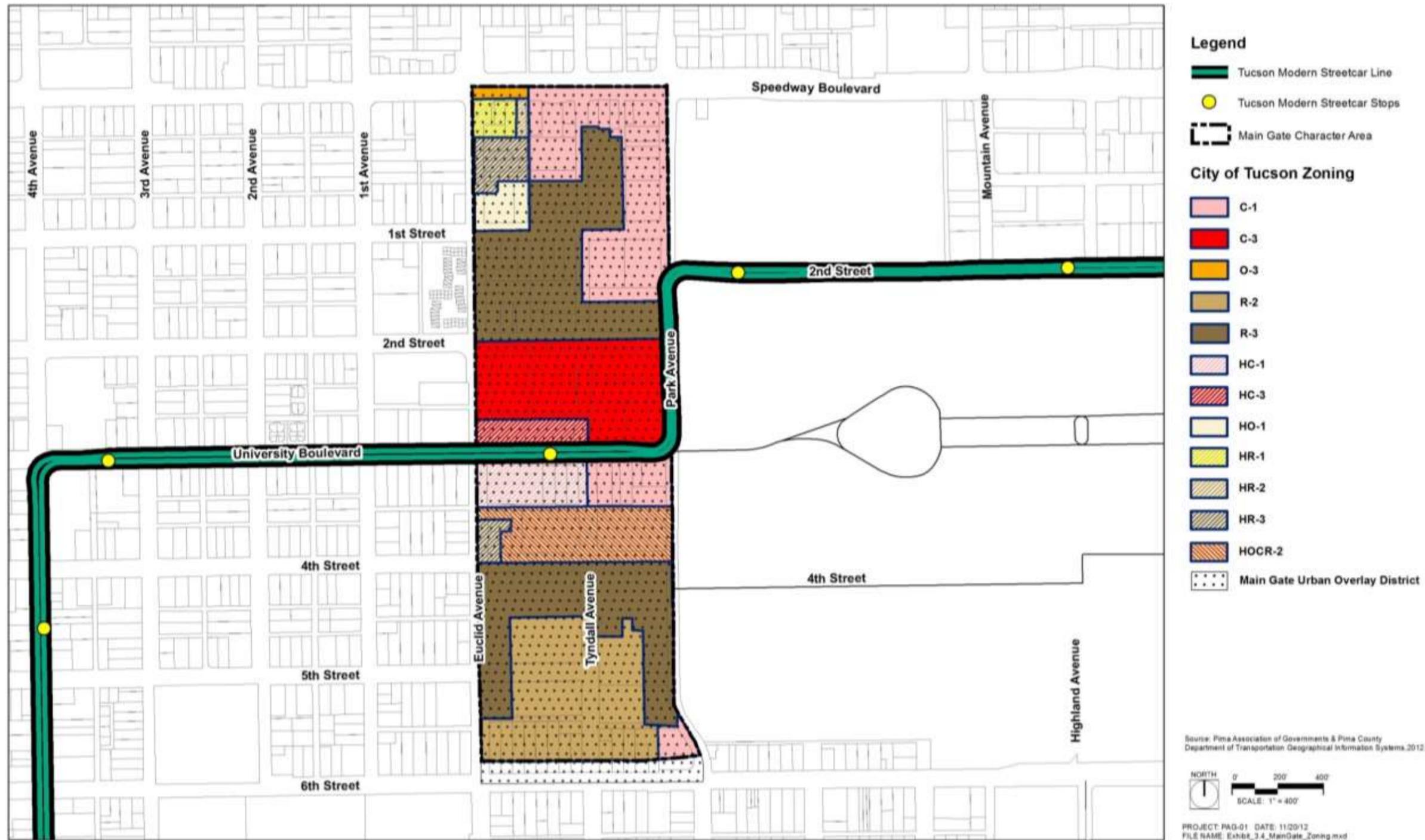


Exhibit 7: Main Gate Existing Residential Density



Exhibit 8: Main Gate Maximum Allowable Residential Density



Existing Land Uses

Table 3 shows acreage by existing land use category for the Main Gate character area.

Table 3
Main Gate Character Area Existing Land Uses

Existing Land Use Designation	Acreage
Single Family	1.62
Multifamily (Student)	3.03
Student Housing (UA)	8.27
Commercial	8.23
Commercial (Vacant)	.11
Hospitality	1.43
Cultural	2.51
Office	1.50
Office (UA)	1.55
Office/Commercial	0.81
Institutional (UA)	2.40
House of Worship	1.27
Surface Parking	1.86
Surface Parking (UA)	1.57
Parking Garage (UA)	4.54

Source: Existing Land Use Inventory, The Planning Center, 2012.

Vacant and Underutilized Land

As shown on *Exhibit 10: Main Gate Vacant and Underutilized Land*, there is no vacant land in the Main Gate character area. There are few surface parking areas that are underutilized.

Exhibit 9: Main Gate Character Area Existing Land Uses

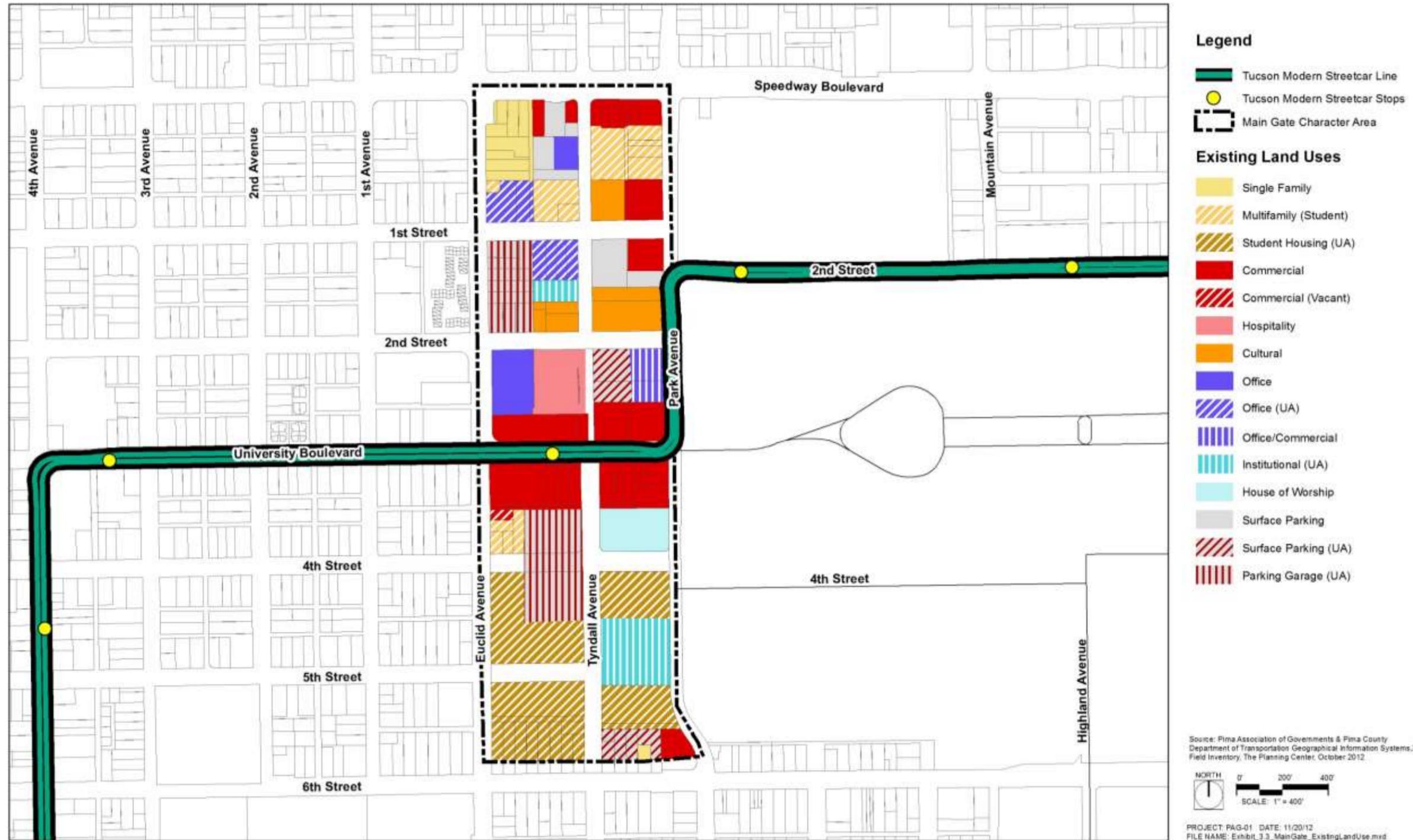
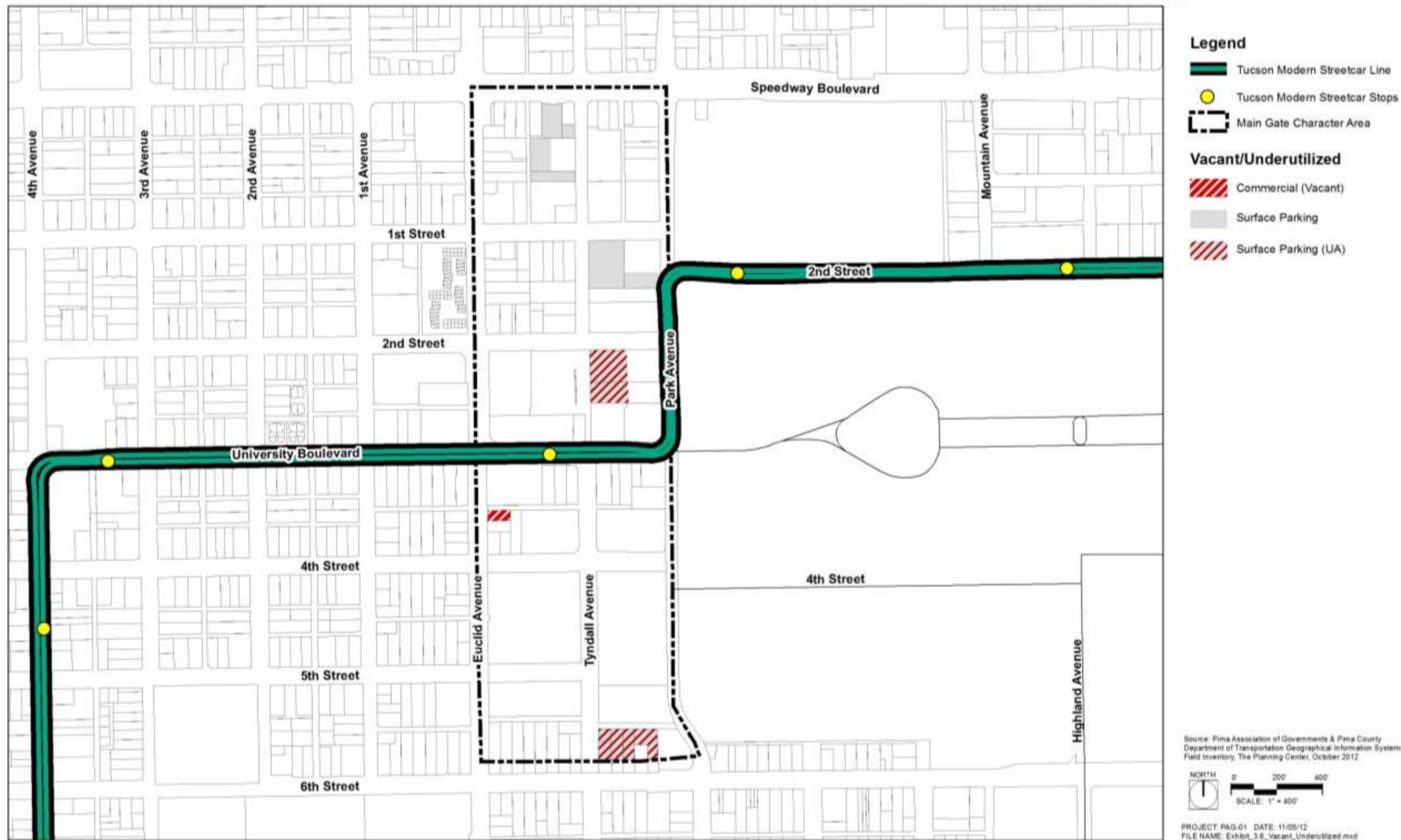


Exhibit 10: Main Gate Character Area Vacant and Underutilized Land



Opportunities for Development

A total of 1,730 new student housing units will be located in the Main Gate character area by 2014. The 14-story *Level* at 1020 N. Tyndall Avenue will house more than 550 students. The 13-story *Park Avenue*, at 1031 Park Avenue, will house 580 students. *The Hub at Tucson*, a 14-story complex at the northwest corner of First Street and Tyndall Avenue will house 600 students. This new residential influx will create development pressures for a variety of support and ancillary non-residential services.

As shown on *Exhibit 10: Main Gate Vacant and Underutilized Land*, several surface parking lots offer an opportunity for development of mixed-use integrated with a parking structure. However, opportunities exist for repurposing existing surface parking areas into mixed-use including office, services and retail with integrated parking. There is also an opportunity for redevelopment on privately-owned land.

Barriers to Development and Major Constraints

As provided in Exhibit 5, the major property owners in the area are the University of Arizona and the Marshall Foundation with a small parcel owned by the City of Tucson, which is less than an acre. The major barrier to development within this area is the lack of available land.

Community Vision and Guiding Principles

As part of the community outreach program for this project, numerous “Getting Smarter” meetings were conducted with major stakeholders, businesses, property owners, neighborhood associations, and special interest groups within the ¼ Mile Focus Area of the Tucson Modern Streetcar. In addition to these groups and one-on-one meetings, a week-long design charrette was conducted in January of 2013. The community vision for the Main Gate Character area follows.

Main Gate Community Vision

Home of Main Gate Square, this character area offers shopping, dining, concerts and events in a campus environment. It continues to develop as a mixed-use center including residential, retail, employment, hospitality, and convention services in a university campus environment.

At Main Gate, visitors discover flavor, style and attitude in a pedestrian-friendly dining and shopping destination featuring retailers, restaurants and spas at walking distance from the University of Arizona and Tucson’s historic neighborhoods.



Main Gate showcases the flavors of the Mediterranean, India, Greece, Asia, Thailand, Mexico, France, Ireland, Japan, Afghanistan, Vietnam and everywhere USA in a high energy, multicultural, urban atmosphere.

New development within this area is high-quality, walkable, sensitive to adjacent neighborhoods, offers a strong definition of the public realm, active living streets, plazas and courtyards in an inviting campus atmosphere.

Auto ownership by student residents is minimal and the streetcar, walking, biking and car share are incentivized and are the preferred modal choices.

Strategies for Downtown Character Areas

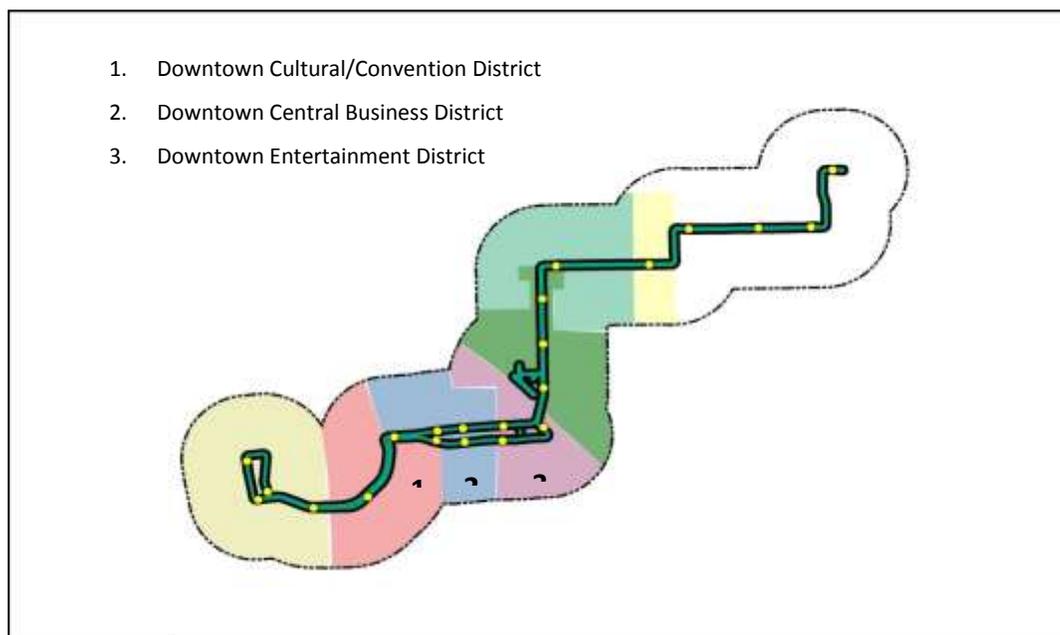
Three distinct downtown character areas are included in Tucson Downtown and encompass the area from I-10 to the Union Pacific Railroad: (1) the Downtown Cultural/Convention District; (2) the Downtown Central Business District; and (3) the Downtown Entertainment Center.

The design charrette held in January 2013 to inform the Streetcar Land Use and Development Implementation Plan culminated in a community vision focusing on developing all three downtown character areas as vibrant districts with high-quality mixed-use development.

It envisioned:

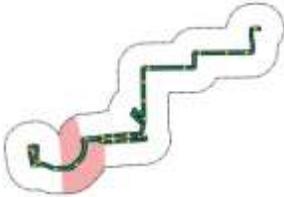
- Development that is respectful of adjacent lower-density neighborhoods;
- A well-connected public realm;
- Attractive streetscapes that enhance walkability;
- Safe and convenient bicycle infrastructure; and
- Thriving cultural institutions and commercial establishments.

Illustration 1: Downtown Character Areas



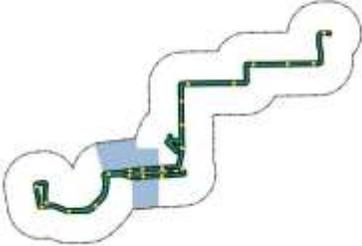


Design Charrette Vision - Downtown Cultural/Convention District

	<ul style="list-style-type: none"> • Signature theaters and meeting spaces are all within steps of vibrant hotels, commerce, shopping and entertainment. • It is supported by mixed-use development offering a variety of housing opportunities, retail, restaurants, and cafes. • Existing mid-century modern buildings, large open spaces, landscape features, and streetscapes are honored and well-maintained. • New development is respectful of, provides massing and height transitions to, the historic barrios to the south. • Parking in the convention area is compacted in structures, freeing land for the development of a Cultural and Convention destination • Walking promenades, bicycle routes and living streets provide connectivity to adjacent districts. • High-quality contemporary development is sensitive to adjacent historic neighborhoods. • Design derives from Sonoran architectural elements, themes, and principles.
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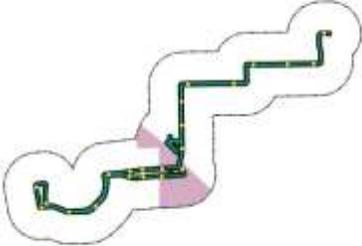


Design Charrette Vision - Downtown Central Business District

	<ul style="list-style-type: none"> • A vibrant district with expanded employment and commerce. • It also includes thriving cultural institutions: the Tucson Museum of Art, the Museum of Contemporary Art, the Children’s Museum, the Historic Fox Theater, the Temple of Music and Art, the Scottish Rite Temple, and El Centro Cultural de las Americas. • Vacant and under-utilized parcels are infilled with high-quality, high-density mixed-use development, with active ground-floor and office/residential above. • A well-connected public realm offers a shaded walkable environment. • Living streets include safe bicycle routes and well-controlled automobile traffic. • Development at the edges is sensitive and respectful to surrounding historic districts and provides appropriate transitions.
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Design Charrette Vision - Downtown Entertainment District

	<ul style="list-style-type: none"> • This Activity Center includes thriving cultural, gastronomic, commercial and entertainment activities located in historic landmarks. • It supports mixed-use opportunities at different scales. • Historic Warehouse Art District includes lofts, live-work spaces and mixed-uses. Emerging artists find affordable living, gallery and studio/work space. • There is walkable connectivity to 4th Avenue, the Downtown Central Business District, Armory Park, and the Historic Warehouse Arts District. • The streetscape is developed and coordinated. It has wide sidewalks, a vibrant public realm, and well-maintained shading landscape. • Through partnership efforts, the Ronstadt Transit Center is now a mixed-use, high-quality, safe, efficient, and vibrant hub of multi-modal transit. • New housing serves a variety of ages and income levels. The design and massing at the edges respects adjoining neighborhoods. • Parking is controlled with no negative impact on adjacent residents. • There is a plentiful supply of bicycle parking.
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Implementation Strategy

Development Agreements

The three Downtown character areas present a unique opportunity for “getting it right” due to the abundance of vacant and underutilized land. The large quantity of City-owned parcels (Exhibit 1) enhances this opportunity, putting the City in an advantageous position to carefully craft future development agreements to facilitate appropriate development based on the location and distinctive characteristics of each parcel. The Team believes that the City and Rio Nuevo should more assertively utilize development agreements as a means to integrate a comprehensive, professionally-led project design review process to ensure the highest quality and most appropriate development on parcels owned by the City of Tucson and the Rio Nuevo Multipurpose Facilities District.

Development Opportunities

The bulk of the land in the three Downtown character areas is governed by the Infill Incentive District’s Downtown Core Sub-district (Attachment 2). There appears to be a consensus that this overlay enables the kind of development desired for the Downtown area. In addition to being located in the Downtown Core Sub-district, the vast majority of the parcels with potential development opportunities have underlying C-3 or OCR-2 zoning, permitting higher-intensity development and a large array of land uses appropriate for urban settings. Attachment 4 presents a site-by-site review of developable/re-developable parcels identified by the Team.

The parcels located in the Barrio El Membrillo Neighborhood, some of which have occupied residential and some of which are vacant, are not appropriately zoned for retaining the fragile historic character of this small area (R-2, C-3, and Greater IID). The Team recommends a comprehensive study of all the vacant/underutilized land along the eastern I-10 Frontage Road from Cushing Street all the way to South Tucson boundaries (25-½ Street). This area may be best addressed through a PAD process outside of the Streetcar Land Use and Development Implementation Plan.

Tucson Convention Center (along with La Placita, Hotel Arizona, and all the developable parcels west of TCC all the way to I-10 frontage road) makes up the largest comprehensive and integrated development opportunity in the Downtown area.

This locale is currently a “dead zone” with large vacant parcels and surface parking lots. The City has recently formed a team to develop options for TCC’s future with respect to both the physical use of the land as well as the long-term management of the facility. This team has been meeting with key stakeholders and conducting best-practices research from other convention facilities in other cities. From a land use point of view, the emerging theme is to reactivate the area with commercial and residential uses while re-imagining the TCC area as a destination. This precisely reinforces the vision that came out of the Streetcar Planning charrette process. The key factors that would enable mixed-use additions to TCC would be through freeing up surface parking lots via in-structure parking and possibly amending the TCC PAD with a new policy document that the team is referring to as a “Special Area Policy.”

In addition to the TCC, some of Tucson’s most important arts and cultural institutions are located at this western end of Downtown. They lack coherence and continuity because there is no clear urban design link among these key institutions. This area would highly benefit from a capital improvement urban design project to create an pedestrian *paseo* extending from North Main Street to South Church Avenue, linking two important buildings at the north and south end by well-respected architect William Wilde: the Tucson Museum of Art and the Museum of Contemporary Art (originally built as the Tucson Fire Department). A well-designed pedestrian *paseo* would help activate the TCC area, promote tourism, and connect a number of existing significant cultural and architectural assets (including the two art museums, Pima County Courthouse, the Charles Clement/El Presidio Park sculpture and fountain complex, Sosa-Carrillo Fremont House, The Leo Rich Theatre, The Symphony Hall, and the unique-and-in-need-of-rehabilitation Garrett Eckbo-designed urban landscape and fountains.) Most of the elements are already in place for such a *paseo* project, providing a substantial urban development opportunity at a far lower cost than starting from scratch.

Regulatory Structure

An issue frequently brought up by Downtown development stakeholders is the complexity and the confusion created by multiple layers of overlay zones (Attachment 5). The Team believes that the overlays should be simplified and merged to the maximum extent possible. For example, since the Rio Nuevo & Downtown Zone (RND) functions primarily as a mandatory design review process, its provisions could easily be integrated into the IID, which currently has no mandatory review process. This would eliminate an “either RND or IID” situation.

Toward the end of simplifying the existing complex set of Overlays, moving to a parcel-based, hot-link GIS mapping system of regulatory requirements would allow a developer to understand the specific requirements of a given site without having the sort through the layers that make up those requirements. The layers could become functionally transparent. Developers could easily see what the requirements would be for a given site without having to understand the whole system. For example, including a link to the Land Use Code’s (or the new Unified Development Code’s) IID section would be more useful from a developer perspective than linking the parcel to the Mayor and Council Resolution enabling the IID (as currently done). Once the map is updated, it should be promoted as a centralized developer-friendly tool to gather regulatory information.

A related concern rising from the overlay complexity is the ambiguity surrounding which overlay zone trumps the other in few areas where an HPZ zone overlaps with the IID. In the Downtown character areas this situation occurs in El Presidio at the Museum of Art parcels, as well as in Armory Park on a few parcels including the Children’s Museum and the Temple of Music and Art. The UDC language should be clarified to explain how these overlays interact with each other to address the areas where HPZ and IID overlap.

RECOMMENDATIONS/NEXT STEPS

1. Stay in close communication with the TCC review team to receive updates on their land use-related recommendations.
2. Work with Downtown Tucson Partnership and/or a larger over-arching development facilitation organization to implement a development strategy/obstacle elimination plan for these three downtown character areas (and the Streetcar Planning area as a whole)
3. Pursue a lot-by-lot development facilitation strategy (see Attachment 4) to eliminate or reduce barriers to development.
4. Identify City-owned parcels for potential LIHTC projects.
5. Study all overlays for a simplification strategy and process with a focus on a lot-based view of development requirements.
6. Investigate how to address parking issues in the Downtown character areas. Consider the possibility of shared parking arrangements (for example with TEP).
7. Investigate mechanisms for incentivizing live-work spaces and other arts-oriented uses in the Warehouse Arts District.
8. Create streetscape design guidelines for Downtown character areas and identify funding mechanisms for implementation.
9. Investigate funding opportunities for an urban *paseo* project connecting major Downtown cultural and architectural assets, which would include preservation of the Eckbo complex.
10. Initiate a comprehensive study of the vacant/underutilized parcels along the eastern I-10 frontage from Cushing Street to South Tucson boundaries, anticipating that it may evolve into a PAD process.
11. Work with the City of Tucson Bicycle and Pedestrian Program and advocacy organizations such as the Living Streets Alliance to identify locations for possible road diets as well as actual street narrowing/sidewalk widening proposals.
12. Get in touch with PCC regarding their possible plans to expand Downtown. (This was brought up during the charrette by Demion Clinco.) Perhaps La Placita?
13. Investigate whether there is a need and a feasible way to disincentivize additional student housing projects.

Exhibit 1: City of Tucson-owned Land (All the parcels shown in color)

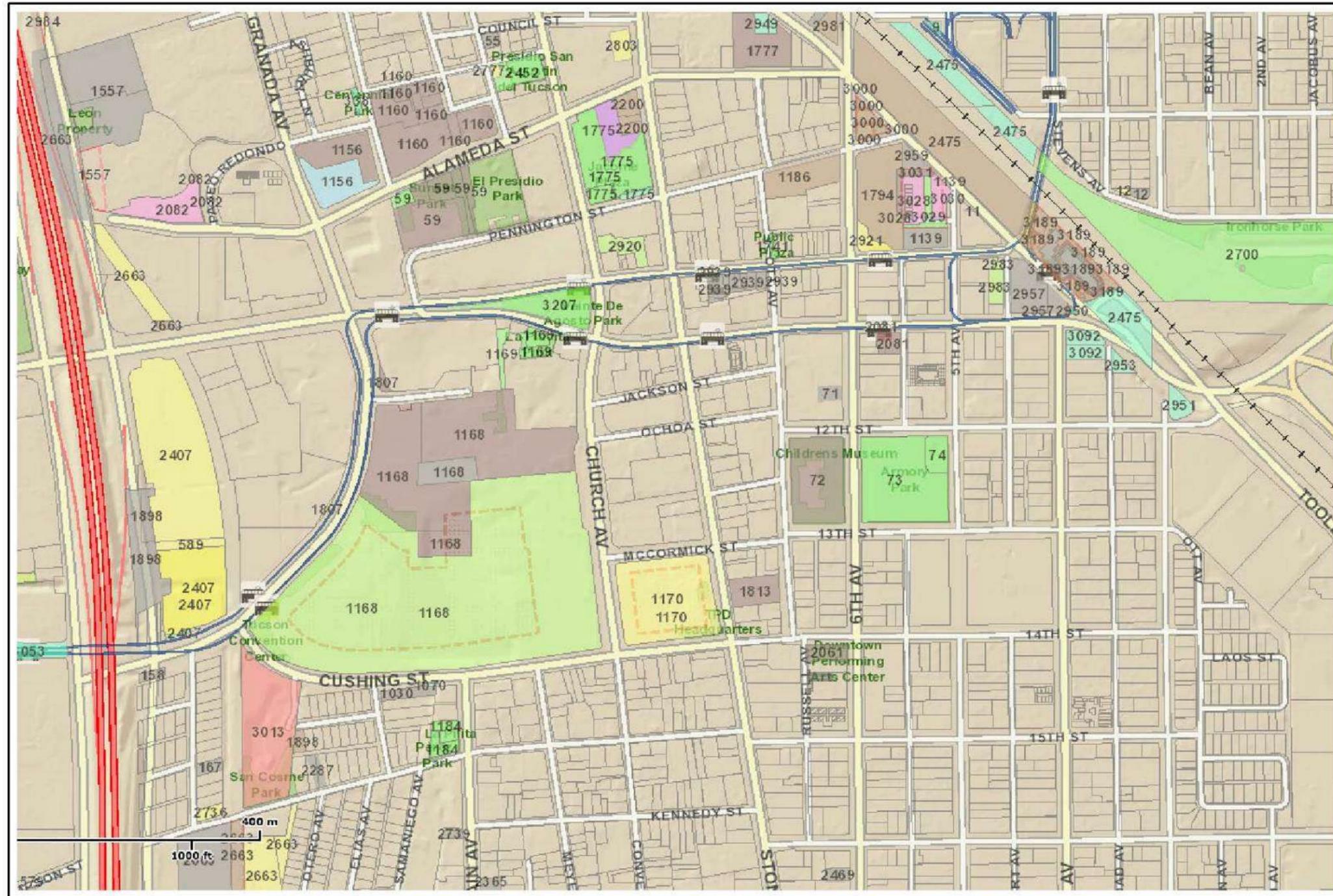


Exhibit 2: City of Tucson Current Zoning

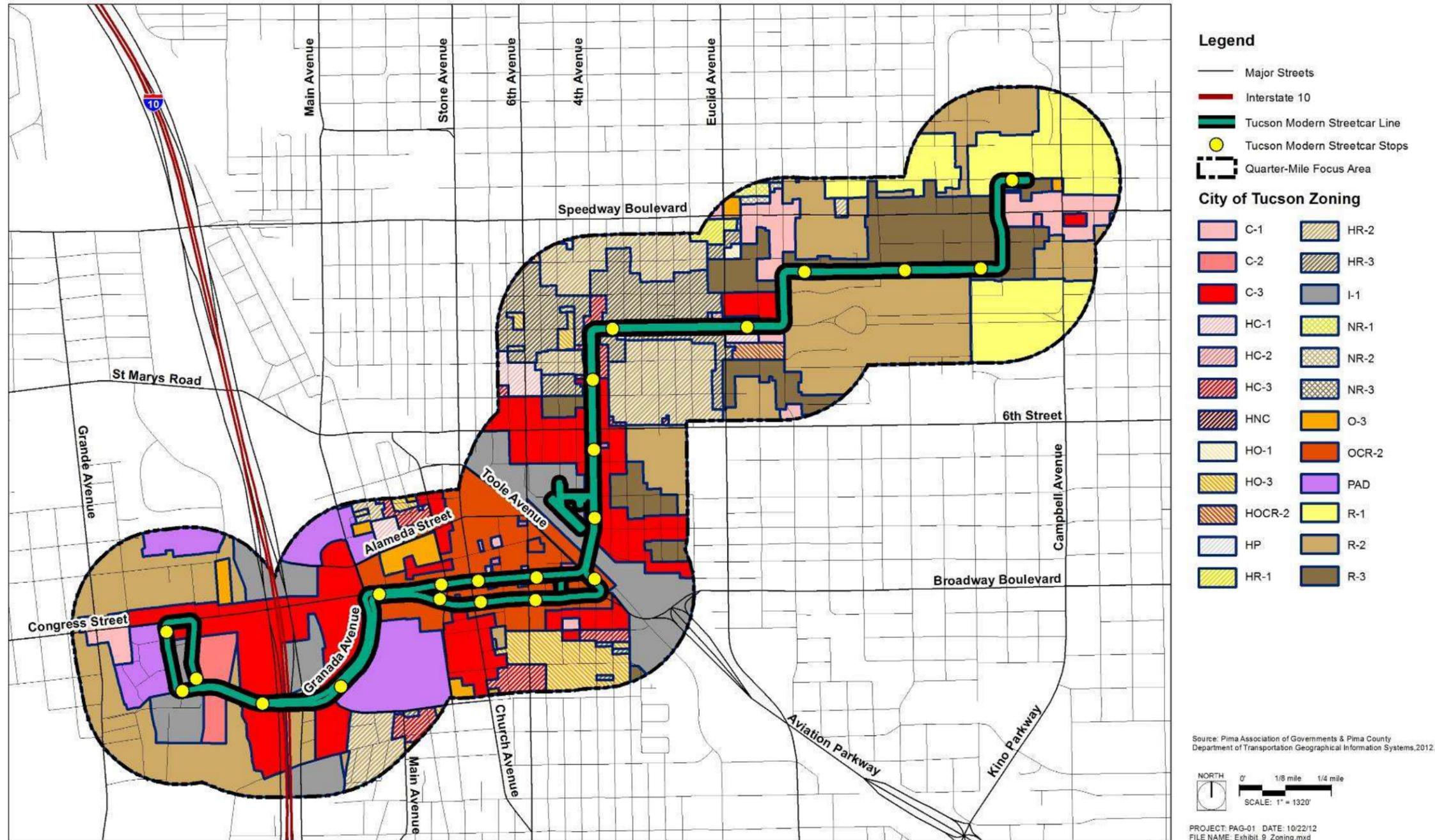
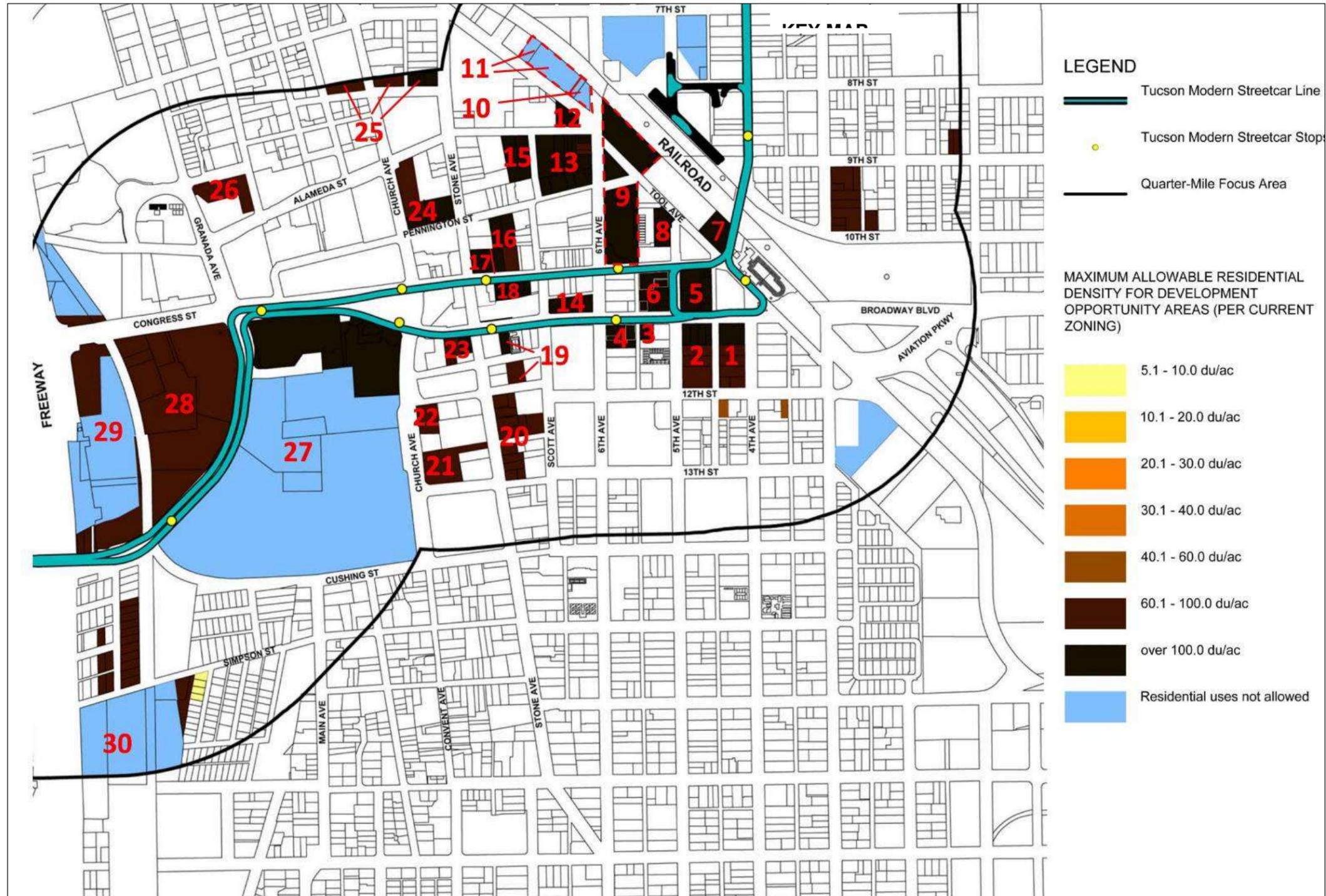


Exhibit 3: Downtown Parcels with Development Opportunities



DOWNTOWN PARCELS WITH DEVELOPMENT OPPORTUNITIES

(Refer to the Exhibit 3 for site locations)

(1) - Herbert Block

Ownership: Dorothy Powell Revocable Living Trust

Zoning: OCR-2 and C-3

Overlays: Downtown Core IID, RND

History and Current Status: Peach Properties was selected to develop a UA student housing project at this site, but they declined to proceed. They are currently considering a boutique hotel project.

(2) - Brewery Block

Ownership: Broadway Fifty Assoc LLC (Peach Properties), Broadway Brewery LLC, Serenity Holdings LLC (CODAC), RSA Holdings Limited Partnership (Peach Properties)

Zoning: C-1, C-3, OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: There was a proposal by Joel Valdez (UA Senior VP for Business Affairs) to acquire and demolish the buildings located east and west of Herbert for graduate student housing. With the renovation of the old Safeway store by Peach Properties and CODAC's investment in its facility, a two block-wide comprehensive development is unlikely to happen at this time.

(3) - 140 E Broadway

Ownership: Lewis Hotel LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: The site is currently used as a surface parking lot and it has a small infill potential.

(4) - Access Tucson Block

Ownership: COT, 124 E Broadway LLC (Fenton), Wavelab downtown LLC, Odd Hall LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: A plan was prepared for a community media center incorporating the vacant and underutilized parcels. The site has development potential, but the different property owners are not likely to agree on a development strategy without single ownership. It is likely that the Odd Fellows Hall property (Grygutis/Fuller/Downtown Kitchen/Etherton Gallery) parking will stay as is.

(5) - Rialto Block

Ownership: Rialto Block Project, LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: The main building along Congress received façade improvement funding in 2008. New businesses are opening shortly in the commercial spaces west of the Rialto Theater, where Scott Stiteler is a major investor. The southern portion of the site has potential development opportunities. Tucson Urban Development has recently created a project concept (contingent upon economic incentives such as Section 108 funding or GPLET) that would develop the remainder of the

block as well as the entire block immediately to the west, across 5th Avenue (200 Block) with more restaurants, retail, a mixed-use courtyard, a small residential condo project, and co-working space.

(6) - 200 Block

Ownership: Tucson Urban LLC (Scott Stiteler) and 131 Broadway LLC (SW parcel)

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: Tucson Urban Development has recently created a project concept (contingent upon economic incentives such as Section 108 funding or GPLET) that would develop this block along with the Rialto Block with more restaurants, retail, a mixed-use courtyard, a small residential condo project, and co-working space.

(7) - East end of the Train Depot

Ownership: COT

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: Downtown Tucson Intermodal Center Master Plan showed a multi-story commercial building footprint at this site, identifying it as a development opportunity to achieve the critical mass necessary for economic development. In the interim, it has become a parking lot and any redevelopment proposal is likely to receive strong merchant resistance.

(8) - Depot Plaza

Ownership: COT

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: Scott Stiteler has had a development agreement with the City since 2007, originally to build market-rate condos. The site is currently under consideration for a 5-story, 130-room boutique hotel.

(9) - Ronstadt Transit Center, Madden Media Parking Lot, west end of Train Depot

Ownership: COT

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: The City Council recently initiated a process to establish a set of parameters to guide the potential development that can occur on these parcels. The City may eventually put out an RFQ and/or RFP for this site.

(10) - 189 and 197 E. Toole

Ownership: COT

Zoning: I-1

Overlays: Downtown Core IID, RND, also in the DLUOD area

History and Current Status: There is a contributing historic structure at each of these two parcels, which are surrounded by development opportunities. The City owns the land and WAMO owns the buildings with a ground lease. The buildings in turn are leased to Scrappy's and the Tooledshed. These buildings could be integrated in future development occurring on adjacent parcels without compromising their historic characteristics.

(11) - 127 and 139 E. Toole

Ownership: Fidelity National Title and Aleh-zon LLC (Geoff Shepard)

Zoning: I-1

Overlays: Downtown Core IID, RND, also in the DLUOD area

History and Current Status: These two parcels are currently being used as surface parking lots. Approximately \$1M worth of environmental cleanup work is needed before any development can take place at this site. Therefore, these parcels are likely to remain vacant unless brownfields mitigation funding is provided or land values increase such that cleanup and development becomes viable.

(12) - Two corner lots at Toole and Alameda

Ownership: De La Warr (Geoff Shepard)

Zoning: OCR-2

Overlays: Downtown Core IID, RND, also in the DLUOD area

History and Current Status: These parcels are currently being used as surface parking lots and present potential development opportunities. The environmental analysis has not been done.

(13) - AT&T Block

Ownership: Qwest, AT&T, Level 3 Communications, Big Brothers/Big Sisters of Tucson, Francisco Gomes

Zoning: Primarily OCR-2, small portion C-2

Overlays: Downtown Core IID, RND

History and Current Status: The northern half and the SE corner of the block is primarily owned by Qwest, AT&T, and Level 3 Communications. These buildings are eligible to be contributing to the Downtown Tucson Historic District, currently in pending status. The southern portion of the block houses the former Reilly Funeral Home which was recently converted to pizza restaurant with the assistance of façade improvement funding from Downtown Tucson Partnership. To the east of Reilly lies another historically eligible building on two adjacent parcels owned by Francisco Gomez. The block makes little contribution to the life of downtown and therefore presents an adaptive reuse opportunity that would entail extensive renovation.

(14) - 27 S Scott and 30 S 6th

Ownership: Pima County

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: This site is currently being used as a parking lot, yet it presents a prime development opportunity due to its location and acreage. Consultation with Pima County should be undertaken to determine their long range plans for this site.

(15) - City Court Parking Lot

Ownership: Woodward Family LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: These three parcels owned by the same entity are currently being used as a surface parking lot, primarily for the City Court. It will be a development opportunity when parking income is exceeded by land development values.

(16) - 33 E Congress and 41 E Pennington

Ownership: Pueblo Parking LLC

Zoning: OCR-2, C-1, C-2

Overlays: Downtown Core IID, RND

History and Current Status: The current uses on these two adjacent parcels are a single-story parking garage and a surface parking lot. It will be a development opportunity when parking income is exceeded by land development values. It is more likely to be developed by a developer ground lease from the property owner.

(17) - 1, 15, 21 (historically eligible structure), 25 E. Congress (US Bank, Villa Thai, etc.)

Ownership: Holualoa Congress LLC (two parcels on the west end), Siebenberg Samuel Max & Henriette Trust, 25 East Congress LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: The corner parcel (now renovated to US Bank, formerly the Lerner Shops) could accommodate a taller mixed-use structure.

(18) - The Post or Thrifty Block

Ownership: BP Post Developers LLC

Zoning: OCR-2

Overlays: Downtown Core IID, RND

History and Current Status: The lot was sold to Bourn Partners in 2004 as part of a Rio Nuevo development agreement for a mixed-use project with street level retail and condominiums above. The project has not yet materialized. It is one of the key downtown development sites. It is currently being used as a staging site for 1 East Broadway construction.

(19) - Providence Parking lots (44 E Broadway and 18 E Ochoa)

Ownership: Providence Service Corp

Zoning: OCR-2 and C-3

Overlays: Downtown Core IID, RND

History and Current Status: These sites have small-scale infill potential.

(20) - Scottish Rite Block + surface parking lots on the western half of the Bring Funeral Home Block

Ownership: Primarily De La Warr (Geoff Shepard) + small portions owned by the Scottish Rite Temple and FPG Arizona LLC (same owners as the funeral home)

Zoning: For the most part C-3, parcels owned by the Temple are O-3 and R-2

Overlays: Downtown Core IID, RND

History and Current Status: Chris Tanz and Jean-Paul Bierny have worked with Vint & Associates Architects prepared a conceptual plan for the *Committee for a Plaza San Agustín* in 2001 including a mixed-use residential/commercial development, underground parking, and a public plaza at the heart of the development.

(21) - St Augustine Cathedral parking lot

Ownership: Saint Augustine Cathedral Roman Catholic Parish

Zoning: C-3

Overlays: Downtown Core IID, RND

History and Current Status: This is a surface parking lot that can be partially developed with more intensive uses.

(22) - Marist College

Ownership: Saint Augustine Cathedral Roman Catholic Parish

Zoning: C-3

Overlays: Downtown Core IID, RND