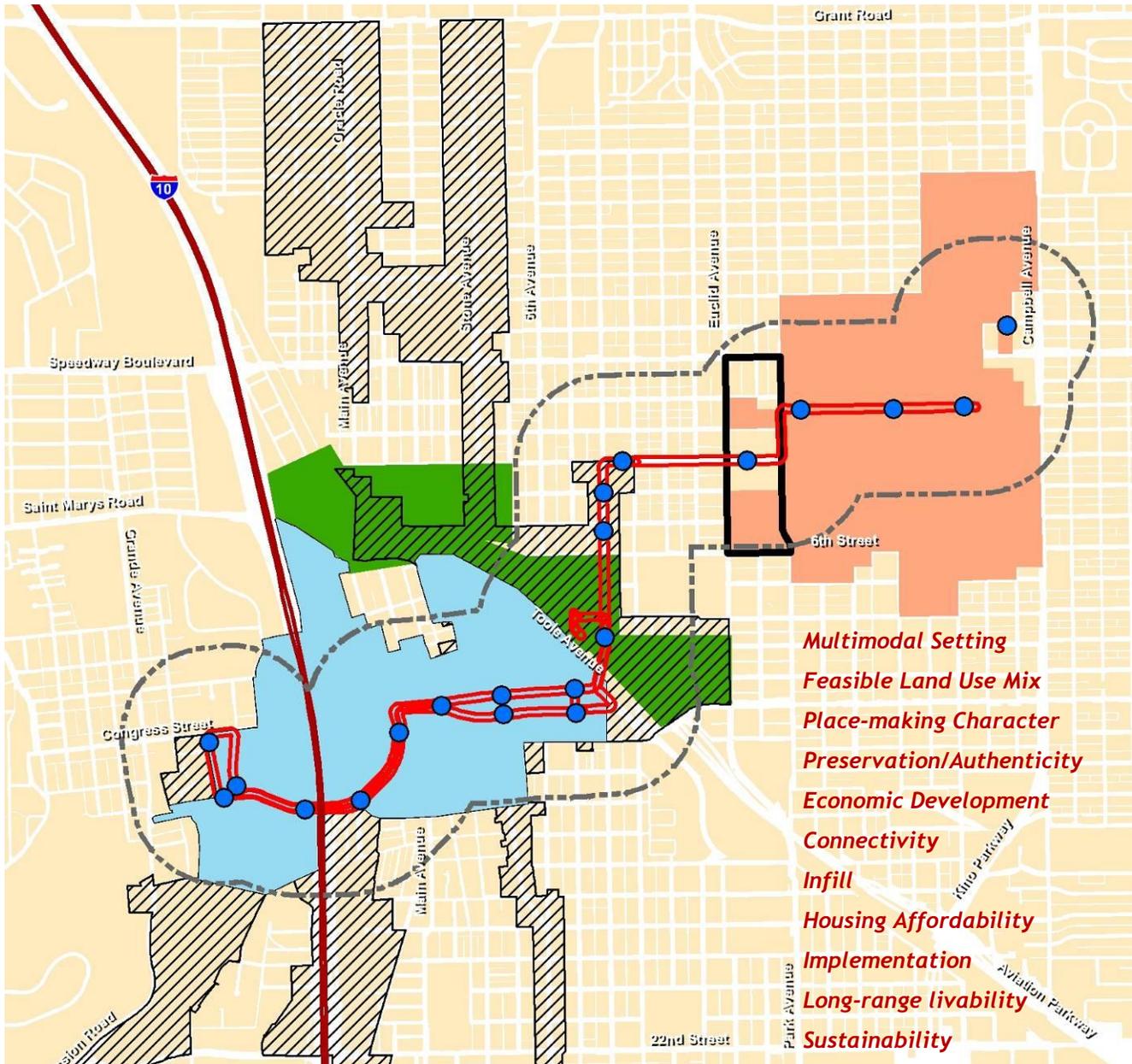




Western Terminus (Task 4)



Tucson Modern Streetcar Land Use and Development Implementation Plan

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Western Terminus and Surroundings Diagnostic Report (Task 4)

Western Terminus Location

The Western Terminus character area is located just west of Grande Avenue and is bounded by Franklin Street to the north, Simpson Street to the south and Interstate 10 to the east. The streetcar route begins with a clockwise loop at Avenida Del Convento, north on Congress Street. It then travels on Cushing Street over the Santa Cruz River, via the Luis G. Gutierrez Bridge, and under Interstate 10 into Downtown Tucson. *Exhibit 2: Western Terminus Character Area* shows the location of the Heritage Gateway (Western Terminus) character area.

Neighborhoods

Menlo Park

The majority of the Western Terminus Study Area lies within the Menlo Park neighborhood boundaries. Tucson's Menlo Park is nestled between downtown Tucson and the Santa Cruz River to the east, and Sentinel Peak and Tumamoc Hill to the west. The neighborhood is recognized as a National Historic District. The neighborhood consists of the voter-approved Tucson Origins Heritage Park designed to reconstruct the Mission Garden and San Agustín Convento (1771). Originally developed for Euro-Americans in a time of discriminatory covenants, Menlo Park evolved into Tucson's most upscale Mexican barrio hosting Spanish Colonial Revival, Bungalow, post-war Ranch, Modern, and Prairie-style architecture. Evident historical elements of the neighborhood offer its modern amenities a rich sense of time and place.

Barrio Kroeger Lane

A small sliver of the Barrio Kroeger Lane neighborhood lies within the southern end of the Western Terminus Study Area. The most prominent features of the neighborhood are Sentinel Peak on the western edge and the Santa Cruz River channel. The Santa Cruz River Park brought positive changes and open space to the neighborhood, as well as the realization there are significant unexplored Hohokam and Piman settlement sites. The population of Barrio Kroeger Lane has remained fairly consistent; many residents affirm their strong sense of community (See *Exhibit 1: City of Tucson Neighborhood Associations within the ¼ Mile Focus Area*).

Neighborhood Associations

Menlo Park Neighborhood Association

Menlo Park Neighborhood Association (MPNA) has recently prepared a position statement for the development of the vacant properties in the Menlo Park Neighborhood, guided by “smart growth” principles including: regionally-appropriate, historically-sensitive and environmentally-sound architecture and landscape design, transit-oriented development, pedestrian and bicycle-friendly spaces, housing diversity, and a mix of compatible land uses. In conjunction with the Tucson Origins Heritage Park (TOHP) development, MPNA would like to see a Mercado adjacent to the streetcar line on the south side of Cushing Street. Other desirable uses for the site include museums, bookstores, a boutique hotel, a fiesta park, and an interpretive center for TOHP. The neighborhood has a strong emphasis on having residential diversity and permanent affordable housing (for people at or below 80 percent of the Tucson Area Median Income and for those earning 80 to 125 percent) that is well-integrated with market-rate units. While advocating new development in the neighborhood, they would like to ensure that proper measures are taken to mitigate the potential negative impact of increased densities.

Barrio Kroeger Lane Neighborhood Association

The Barrio Kroeger Lane Neighborhood has a surprisingly rural character because of its substantial acreage of vacant land, reminiscent of the days when this area was primarily used for agriculture. It is a low-lying and lower income neighborhood, historically, and has been impacted and isolated by its strong boundaries; one natural boundary created by the Santa Cruz River on the west and a more recent artificial boundary on the east created by I-10 and its Frontage Road. This vacant land and the lower incomes of its residents combine to create substantial anxiety about the future of Kroeger Lane. The Neighborhood Association is highly concerned with what kind of development will occur in this area, especially with the arrival of the streetcar one-quarter mile north of the neighborhood and the proximity of many cultural attractions proposed for the area west of the River and south of Cushing Street. The vacant land provides opportunity for substantial development; however, neighbors worry that they will not have the political power to resist changes that are out of scale with its historically rural character.

Tucson Modern Streetcar Land Use and Development Implementation Plan

Exhibit 1: City of Tucson Neighborhood Associations within the ¼ Mile Focus Area

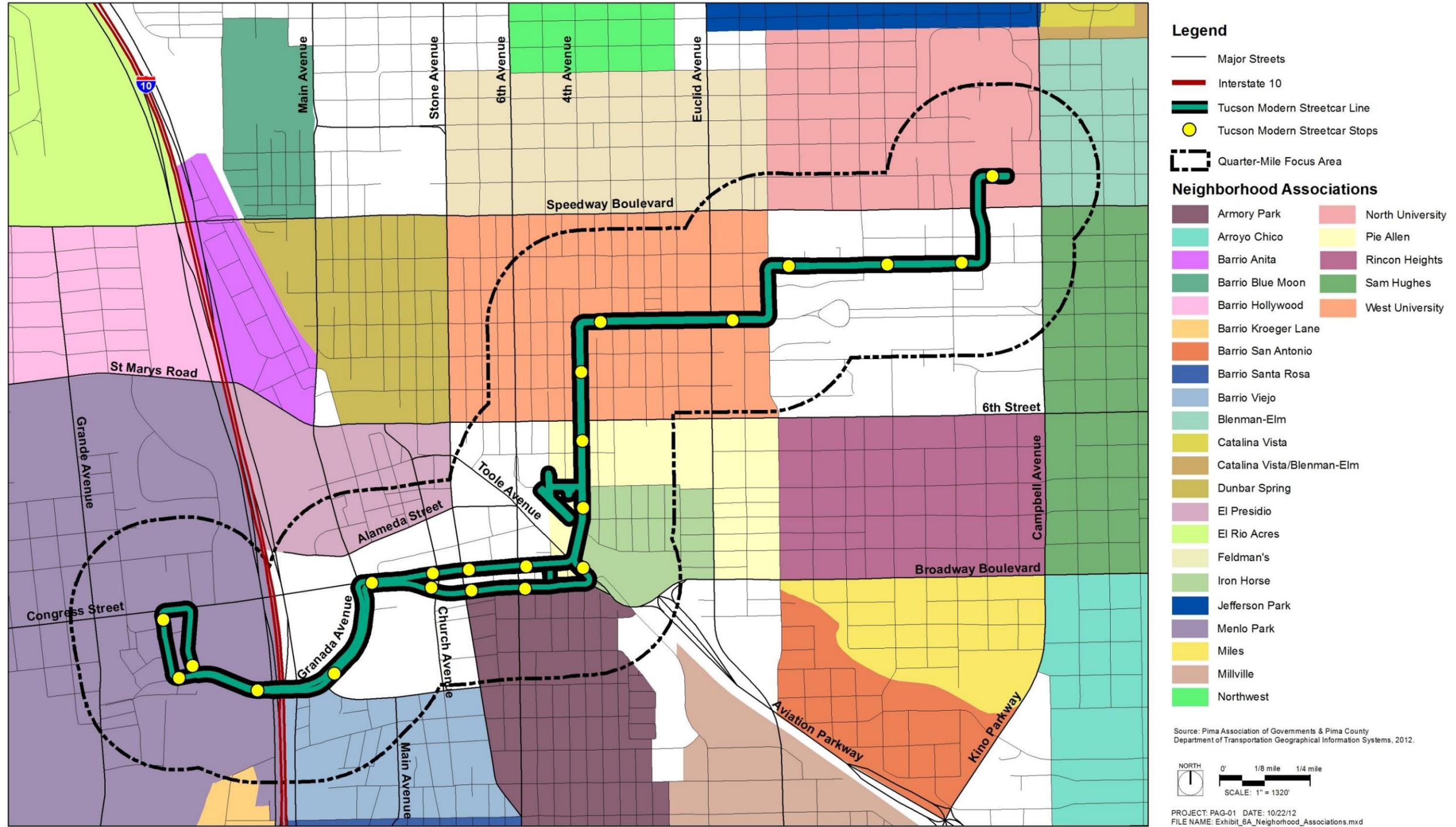
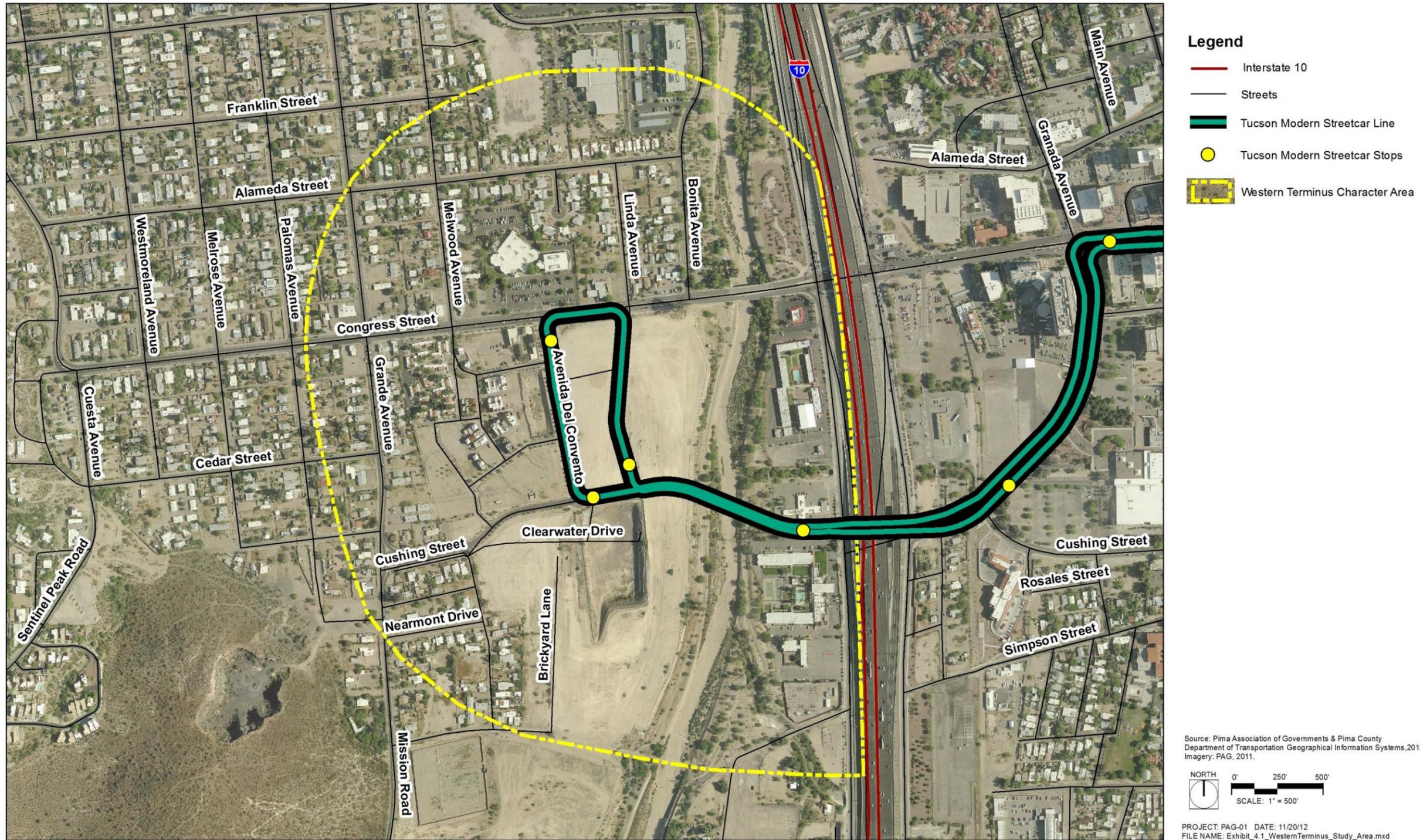


Exhibit 2: Western Terminus Character Area



National Register Historic District

Menlo Park Historic District

Listed in 1992 as Menlo Park Multiple Resource Area and expanded in 2010, the Menlo Park Historic District is situated in a unique setting between downtown Tucson and the Santa Cruz River to the east, and Sentinel Peak (“A” Mountain) and Tumamoc Hill to the west. The Menlo Park Historic District includes the birthplace of Tucson and the area of irrigated fields for the mission of San Agustín del Tucson, completed by 1800.

Platted in 1913 as the first major subdivision west of the Santa Cruz River, and originally developed as an Anglo/European-American neighborhood during a time of discriminatory covenants, Menlo Park evolved into Tucson’s most upscale Mexican-American barrio. The presence of Bungalows and Spanish Colonial Revival style residences among more numerous post-War Ranch and Modern styles reflects the early sluggish and later flourishing growth of the neighborhood.

While most buildings represent “American-mainstream” popular culture, definite markers of Mexican settlement can be found on façade surfaces, along fence lines, in gardens and inside homes and shops. These multi-cultural attributes add color, distinction and cohesion to the historic district.¹

¹ Comey, Ralph et al. *National Register of Historic Places Registration Form for the Menlo Park Historic District*. On file at the Arizona State Historic Preservation Office, Phoenix, 2010.

A Guide to Tucson’s Historic Neighborhoods. Tucson: A Publication of the Blenman-Elm Neighborhood Association, 2011.

Site Opportunities and Constraints

Hydrology and Washes

Exhibit 3: Western Terminus Site Opportunities and Constraints shows major opportunities and constraints affecting the Western Terminus Character Area, including existing 100-year FEMA floodplain for the Arroyo Chico Study Area and the Santa Cruz River, estimated future 100-year FEMA floodplain, and properties removed from FEMA floodplain by fill. Table 1 shows acreages for each of these floodplain designations.

Table 1

FEMA 100-Year Floodplains Western Terminus Character Area

FEMA 100-Year Floodplain Designation	Acreage
Existing 100-Year FEMA Floodplain (Arroyo Chico Study Area and Santa Cruz River)	51.9
Estimated Future FEMA 100-Year Floodplain	50.4
Properties Removed from FEMA Floodplain by Fill	14.99

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

Arroyo Chico Regional Flood Control Storage Project, Tucson, AZ

This study investigates the feasibility of detention basins along the Arroyo Chico Wash in Tucson, Arizona, for the U.S. Army Corps of Engineers. The study provides engineering analysis for the use of detention sites upstream of Park Avenue to further reduce the flow that is attenuated by the Randolph and Reid detention sites to a non-damaging level. The study area is located in the City of Tucson, within the Tucson Arroyo/Arroyo Chico Watershed. Several detention basins were analyzed as part of the U.S. Corps' plan formulation process to evaluate potential solutions to meet the requirements of Federal participation as defined by economic and technical guidelines. The work was completed in coordination with the Pima County Public Works Department, Transportation Department and Flood Control District.

Vegetation

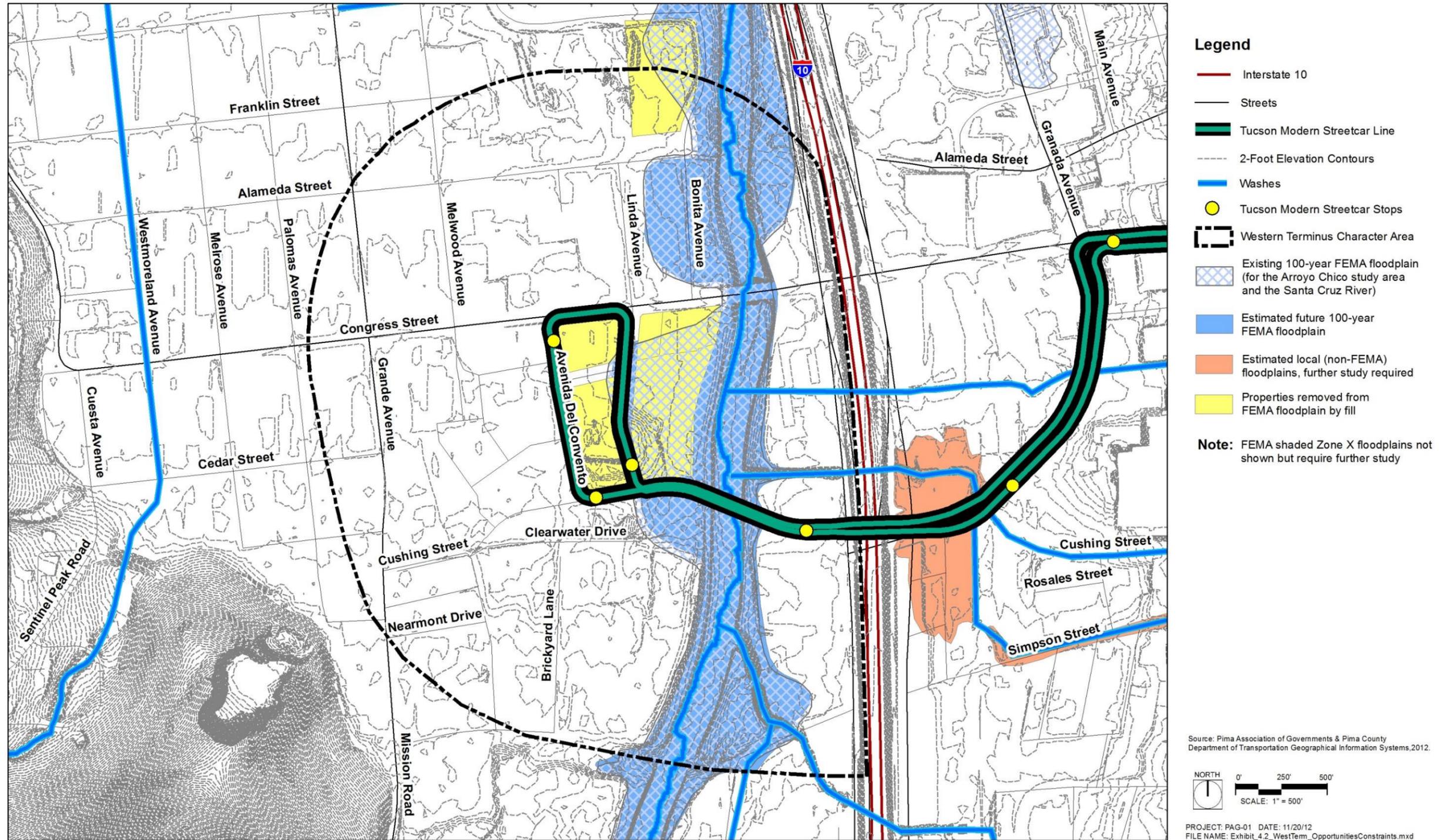
Pima County Xeroriparian Habitat

Pima County Xeroriparian Habitat exists in conjunction with the Santa Cruz River. These habitats are generally characterized by vegetation that is different in plant species composition or an increase in the size and/or density of vegetation as compared to upland areas occurring in association with any regulatory floodplain and stream channel where waters flow at least periodically in a channel or as dispersed flow, or other features associated with a floodplain such as a spring, cienega, lake, watercourse, river, stream, creek, wash, arroyo, or other surface body of water.

Vegetative Communities

The majority of the Western Terminus is classified under Agriculture/Developed while the area associated with the Santa Cruz River is classified as Sonoran Desertscrub and Sonoran Riparian and Desert Oases.

Exhibit 3: Western Terminus Site Opportunities and Constraints

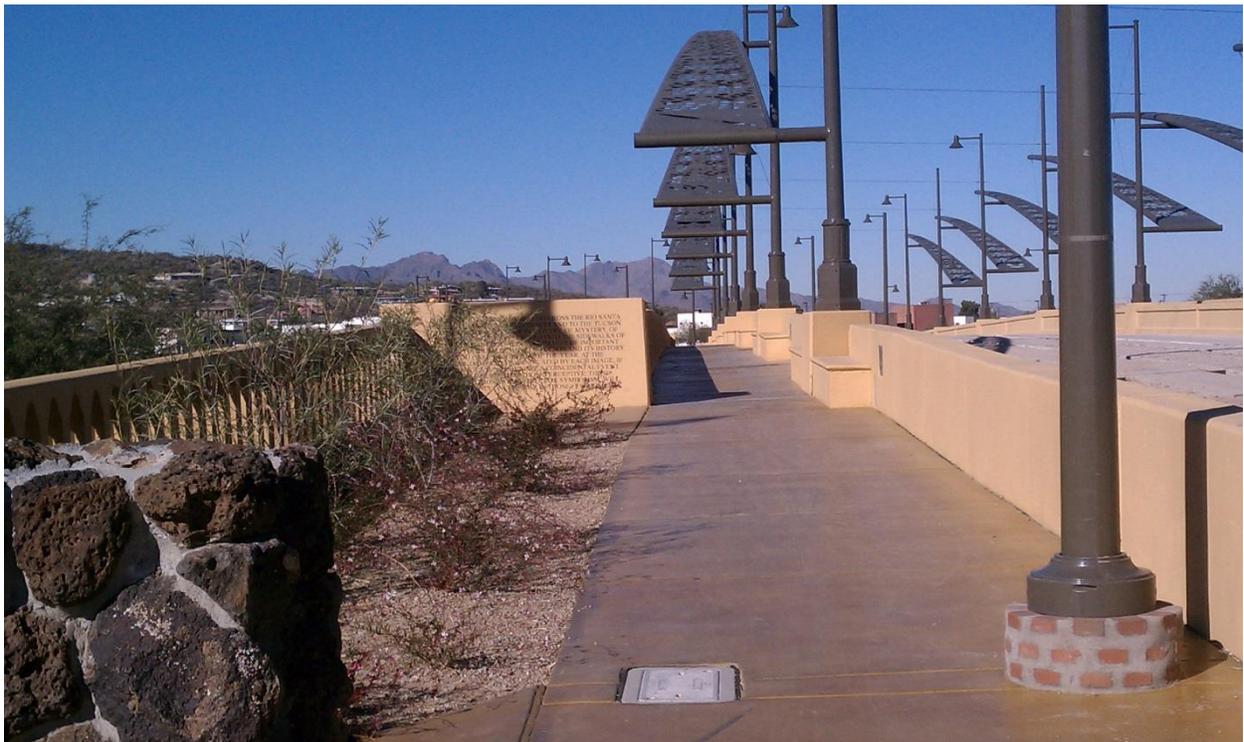


Regional Transportation System, Multimodal Connectivity, Infrastructure and Parking

The Western Terminus area is just west of Interstate 10 and downtown Tucson. Once the Streetcar is built and operational, this may be an attractive park-and-ride area, allowing travelers from western areas of Tucson and those traveling in from out of town to access downtown Tucson, the 4th Avenue Business District, and the University of Arizona without having to drive and park in those busy areas.

By vehicle, this area is accessible via Congress Street, and there are four planned Streetcar stops in the area. In addition, the continued construction of The Loop, a multi-use path with links to Marana, Oro Valley, South Tucson, and the Tucson metropolitan area, provides access to this area for pedestrians and cyclists.

Lastly, the construction of the Luis G. Gutierrez Bridge provides a vital link between the Western Terminus Area and downtown Tucson. The bridge is currently open to pedestrians and cyclists, and will additionally serve vehicular and streetcar traffic in the future.



*Luis G. Gutierrez Bridge providing multimodal connectivity to Downtown Tucson,
the 4th Avenue Business District and the University of Arizona*

Multimodal Transportation and Connectivity

As shown in *Exhibit 4: Western Terminus Regional Transportation System and Multimodal Connectivity*, there are existing bike routes in the Western Terminus area, and according to the 2011 Regional Bicycle/Pedestrian Count Summary, there were 61 cyclists in the combined peak hours at Congress Street and Grande Avenue. While this volume is not as high as other areas along the Streetcar route, there may be higher volumes just east of the intersection along the Santa Cruz River Path. As the area is developed, sidewalks or paved paths should be included to ensure access for all users throughout the area, particularly between the River Path and the proposed Streetcar stop locations.

Volumes of pedestrians (43 in the combined peak hours in 2011) and cyclists may increase along the River Path with the construction of the Streetcar and the recently completed Luis G. Gutierrez Bridge, which provides a vital link from the Western Terminus to the downtown area. The continued development of the River Path combined with the Streetcar and safe and sufficient bike parking within the Western Terminus area may provide an attractive alternative for patrons to travel to and around downtown Tucson, the 4th Avenue Business District, and the University of Arizona.

Existing Off-Site Streets

The major off-site streets within the Western Terminus Study Area include: Grande Avenue, Congress Street, and Interstate 10. See *Exhibit 4: Western Terminus Regional Transportation System and Multimodal Connectivity*. Both Grande Avenue (north of Congress Street) and Congress Street are considered Arterial Streets with speed limits of 30 miles per hour and rights-of-way of 100 feet. Grande Avenue, south of Congress Street has a 64-foot right-of-way. Interstate 10 is considered an Interstate Route with a speed limit of 65 miles per hour and a right-of-way of 380 feet.

Access Points

The main access to the Western Terminus is Congress Street and Avenida Del Convento.

Scheduled Roadway Improvements

There are no scheduled roadway improvements within the Western Terminus Study Area.

Bicycle and Bus Routes

As shown on Exhibit 4, two bus routes exist within the Western Terminus, Congress/Silverbell (Route 21) and Grande (Route 22). Route 21 northbound commences at the Ronstadt Transit Center at Congress Street and 6th Avenue Downtown and terminates at the Luz Academy of Tucson at Goret Road at Dales Crossing. Route 22 northbound also commences at Ronstadt Transit Center and terminates at Grant and Silverbell Roads. Anticipated hours of operation vary from 6:00 a.m. to 11:00 p.m. weekdays and 6:00 a.m. to 9:00 p.m. on weekends.

Several bicycle routes exist within the Western Terminus, including:

- Santa Cruz River Shared-Use Paths
- Bonita Avenue Residential Street Bicycle Route
- Congress Street and Grande Avenue Bicycle Routes with striped shoulders
- Alameda Street Bicycle Route

Infrastructure

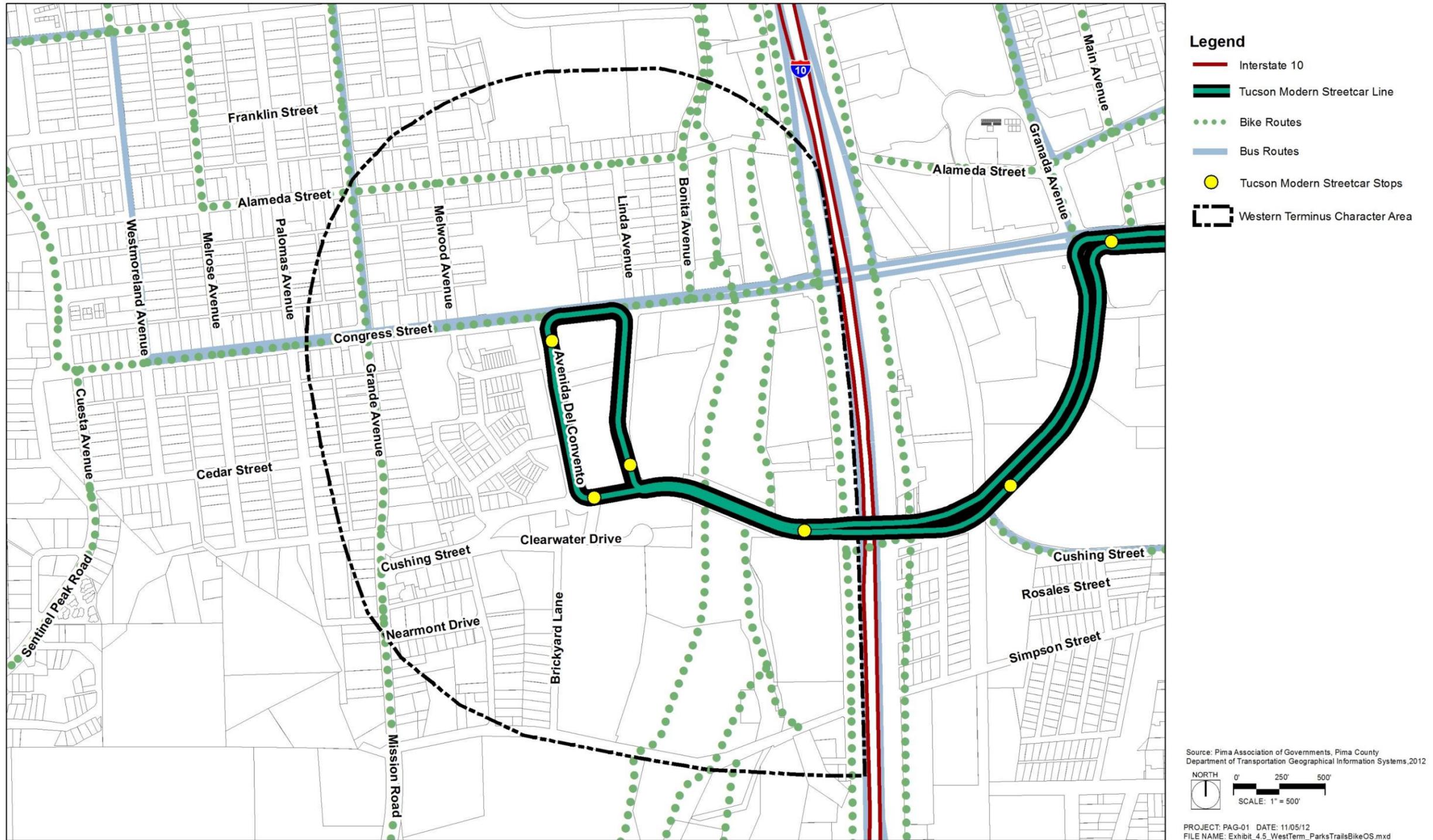
There is some existing infrastructure for all modes of travel in the Western Terminus area, including bike lanes, sidewalks, multi-use paths, and transit stops. Sidewalk connectivity and accessibility should continue to be improved as the area is built up, and where possible, additional bike lanes or multi-use paths should be considered.

In particular, the continued development of the Santa Cruz River Path will likely be an important aspect of providing access to this area for pedestrians and cyclists. Streetcar stops will also be constructed through the segment, and are expected to be accessible for all users.

Parking

Existing parking in the Western Terminus area of the Streetcar alignment is limited to on-street parking and one parking lot in the area. As the Western Terminus area continues to be developed, it will be important to ensure that sufficient parking is available to serve the needs of the area, and to perhaps serve as a place for Streetcar riders to park and travel along the Streetcar alignment. This may require additional surface parking lots or, depending on the demand, a parking garage. There is undeveloped land in this area that could possibly be used to provide parking. Additional parking infrastructure will likely be needed as this area continues to develop and becomes a park-and-ride location for Streetcar users.

Exhibit 4: Western Terminus Regional Transportation System and Multimodal Connectivity



Parks, Trails, Bike Routes and Open Space

The primary park, trails and open space amenities within this character area include the Santa Cruz River, the Santa Cruz River Park and the land surrounding it. This recreation/open space area consists of approximately 38.5 acres and includes the Santa Cruz River Trail also known as the Anza Trail, which is part of a National Trail system following the historic route taken by Juan Bautista de Anza on his trek to establish the modern-day city of San Francisco, California.

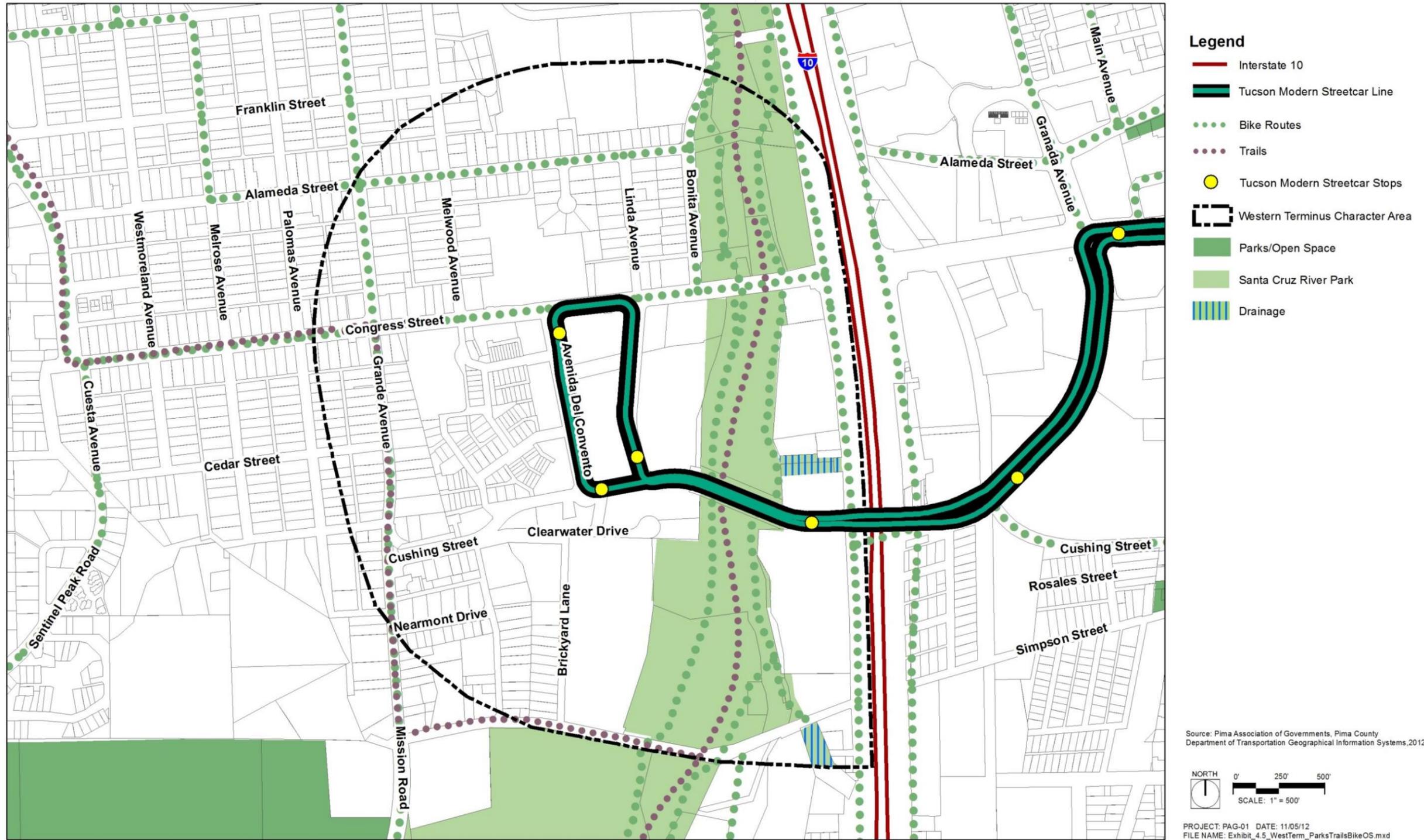
The Santa Cruz River Trail includes the following amenities: ADA accessible facilities, bicycling, drinking water, equestrian access, exercise stations, hiking/walking, historic site, playground, restrooms, and wildlife viewing. Other trails within the Western Terminus include the Silverbell Road Trail located along Mission Lane, Grande Avenue and Congress Street.

Designated bike routes exist along Interstate 10 frontage road, Alameda Street, Mission Road, Congress Street, and Grande Avenue.

Proposed Trails and Rights-of-Way

According to the Pima County Trail System Master Plan, a portion of the Mission Road path lies within the Western Terminus. The Mission Road Path (P026) is a proposed five and four-tenths mile long path that begins on the north end at Congress Road, where the Silverbell Road Path begins heading north. Mission Road Path continues south on Mission Road to the boundary of the San Xavier Indian Community. It intersects the proposed Cholla Wash, Connection to Habitat for Humanity, Enchanted Hills Wash trails and Ajo Greenway. See *Exhibit 5: Parks, Trails, Bike Routes and Open Space*.

Exhibit 5: Parks, Trails, Bike Routes and Open Space



Utilities

Wastewater

Pima County Regional Wastewater Reclamation Department currently serves the Western Terminus Study Area. There are 8-inch sewer lines along the Streetcar Route within Congress Street and Avenida Del Convento: G-2005-003 and G-163, respectively. Linda Avenue contains a 33-inch pipe, identification number G-74-13. A Capital Improvement Project for Large Line Rehabilitation and Construction (Project id: 3JOC0A) is proposed along the west side of Interstate 10.

Water

The Western Terminus is located within the Tucson Water Obligated Water Service Area. Tucson Water has an assured water supply (AWS) designation from the State of Arizona Department of Water Resources (ADWR). An AWS designated means Tucson Water has met the criteria established by ADWR for demonstration of a 100-year water supply. It does not mean that water service is currently available for future development. A water master plan must be submitted for approval in order to receive water service at the time of development.

Community Facilities

Fire and Police Stations

The Western Terminus falls within the Tucson Fire District. There are no police stations or fire stations within the Western Terminus. The closest fire station is approximately 900 feet from the Western Terminus across Interstate 10 at 300 South Fire Central Place, and the closest police station (Tucson Police Headquarters) is also east of Interstate 10 approximately one-half mile from the Western Terminus at 270 South Stone Avenue.

Hospitals

There are no hospitals located within the Western Terminus. The closest hospital, St. Mary's Hospital, is approximately one-mile northwest at St. Mary's Road and Silverbell at 1601 St. Mary's Road.

Schools

The Western Terminus falls within the Tucson Unified School District; however, there are no existing schools within the Western Terminus Study Area boundary. The closest school is the Menlo Park Elementary School, approximately one-half mile north of the Western Terminus at 1100 West Fresno Street.

Major Property Ownership

Exhibit 6: Western Terminus Property Ownership shows major property owners within the Western Terminus. Table 2 provides acreage for each of these major property owner categories.

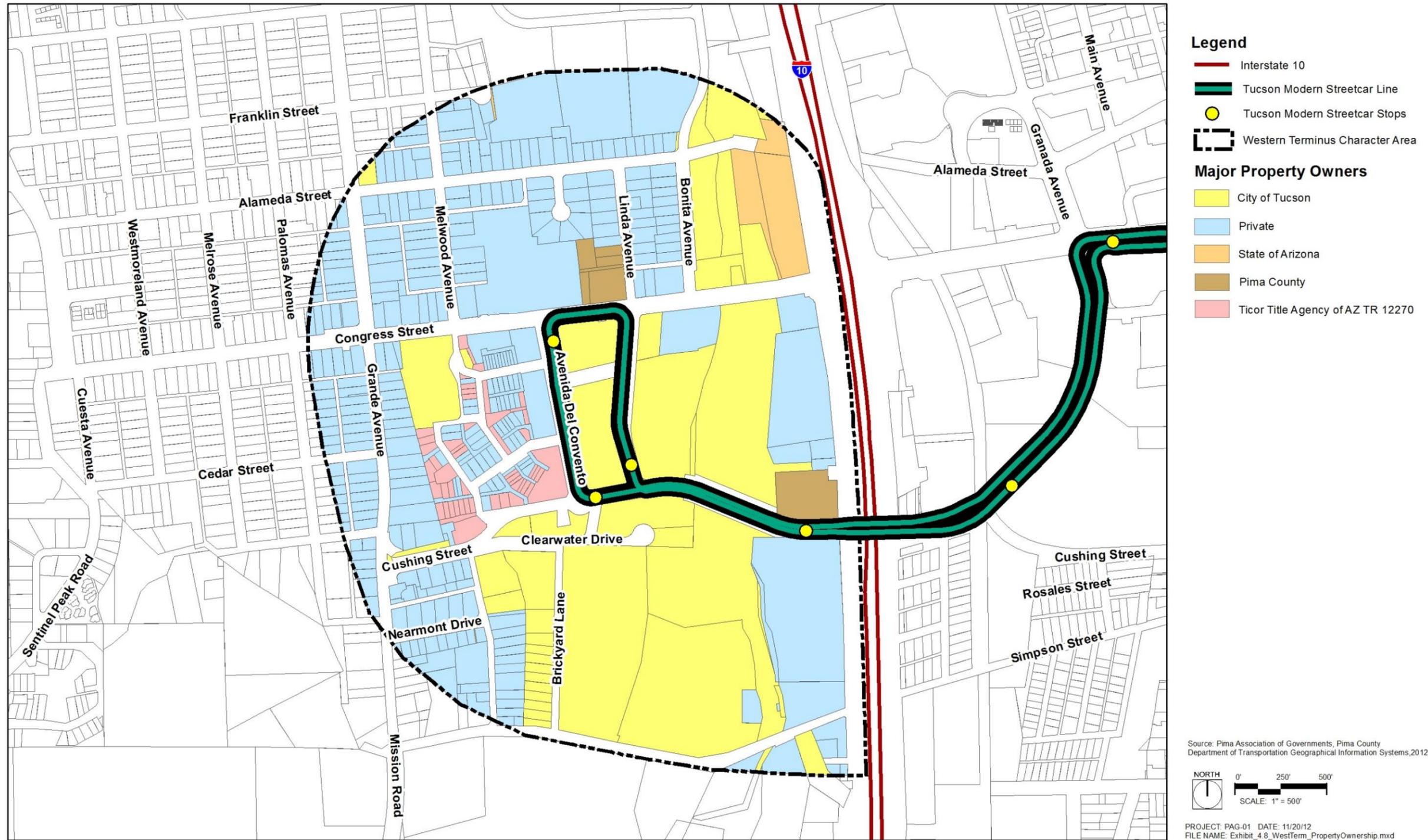
Table 2

Major Property Owners within the
Western Terminus Character Area

Property Owner Category	Acreage
Private Land Owners	87.58
City of Tucson	67.08
State of Arizona	4.78
Ticor Title Agency of Arizona TR 12270	4.69
Pima County	3.75

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

Exhibit 6: Western Terminus 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 streetcar development and redevelopment will create a balance between economic and environmental quality, promote more efficient use of land and public infrastructure, reduce automobile dependence, better support alternate modes of transportation, and create safer and more attractive neighborhoods.

The following goals and objectives for Streetcar development were derived from the major elements of the 2001 general plan, including:

- Drive economic growth and generate more public-private development (Economic Development Element)
- Improve transit service and offer easy connections for bus riders, bicyclists, and pedestrians (Circulation Element)
- Connect major activity centers among The University of Arizona, the 4th Avenue Business District, Downtown Tucson and the historic Westside (Land Use and circulation Elements)
- Offer a sustainable transit option that will improve our environment and reduce congestion (Conservation, Rehabilitation and Redevelopment Element),
- Encourage a variety of types of quality housing and related services that include neighborhood revitalization, owner-occupied rehabilitation, home buyer opportunities, rental housing, transitional housing, and emergency housing (Housing Element)
- Expand multimodal connectivity to existing parks, trail and open space areas within the Streetcar Study Area (Parks, Recreation, Open Space and Trails Element)
- Continue to develop standards and guidelines to improve the streetscape for alternate modes of transportation (Community Character and Design Element)

Western Terminus Current Zoning

As shown on *Exhibit 7: Western Terminus Current Zoning*, the majority of existing zoning within the Western Terminus is R-2 (Single-Family Residential). The remainder of the Western Terminus zoning includes C-1 (Commercial) and C-3 (Commercial) along the Interstate 10 corridor and Congress Street. C-2 (Commercial) and I-1 (Light Industrial) zoning exists within the vacant areas surrounding the streetcar route and Avenida Del Convento (See *Exhibit 7: Western Terminus Current Zoning*). A Planned Area Development (PAD-10), the Mercado District, exists along Congress Street west of Avenida Del Convento and Rio Nuevo Professional Plaza (PAD 4) and O-3 (Office) zoning exist along Bonita Avenue, west of the Santa Cruz River, and north of Congress Street. Table 3 summarizes the total acreage of zoning districts within the character area.

Table 3

Western Terminus Current Zoning

Zoning District	Acreage
Single Family Residential R-2	96.39
Commercial C-1	8.18
Commercial C-2	14.48
Commercial C-3	44.69
Light Industrial I-1	25.50
Office O-3	2.91
The Mercado District Plan Area Development PAD-10	15.72
Avenida Del Convento and Rio Nuevo Professional Plaza PAD-4	8.80

Source: City of Tucson Unified Development Code.

Western Terminus Existing and Maximum Allowable Residential Density

Existing Residential Density

Exhibit 8: Existing Residential Density shows existing residential densities within this character area. Existing residential densities are predominantly between 5.1 and 10.0 du/ac in the developed parts of the Western Terminus character area, while they are slightly higher (10.1-20 du/ac) in the Mercado district which is being developed as a Planned Area Development (PAD). The area has primarily non-residential uses near the freeway and considerable acreage of vacant land around and south of the streetcar western terminus.

Maximum Allowable Residential Density

Exhibit 9 shows maximum allowable residential density. Under current zoning, housing is not an allowable use on some of the vacant parcels within the Western Terminus Study Area while others are designated for the Tucson Origins Heritage Park. However, the remaining areas could be developed as dense as 60.1-100.0 du/ac, as permitted by current zoning.

Western Terminus 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 and Downtown Core Sub-District area (DCS). As shown on *Exhibit 10: Western Terminus Overlay Zones*, the Western Terminus includes both overlay zones. These overlays address the general absence of development and investment activity, the loss of population, the large number of vacant lots, and the prominent occurrence of dilapidated buildings in the area.

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.

Both the IID and the DCS allow modifications to provide incentive for future development. As described in the *Unified Development Code, Section 5.12. Downtown Area Infill Incentive District (IID)*, 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. Exhibit 10 shows overlay zones impacting the Western Terminus character area.

Historic Preservation Overlay Zone (HPZ)

Menlo Park

The Menlo Park neighborhood has been classified as a National Historic District and falls within a City of Tucson Historic Preservation Overlay Zone. This zone is intended to ensure the retention of early structures and to keep them in active use and in their original appearance, setting, and placement. It is also intended that new or remodeled structures located within Historic Preservation Zones (HPZ's) be designed and constructed to harmonize with structures located within the immediate vicinity in order to preserve property values, provide for future development and promote an awareness of the heritage of Tucson among both residents and visitors to the community.

The Menlo Park neighborhood includes the birthplace of Tucson and the area of irrigated fields for the mission “visita” of San Agustín del Tucson, completed by 1800. Platted in 1913 as the first major subdivision west of the Santa Cruz River and originally developed as an Anglo/European-American neighborhood during a time of discriminatory covenants, Menlo Park evolved into Tucson’s most upscale Mexican-American barrio. It features Spanish Colonial Revival, Craftsman Bungalow, Prairie, post-World War II Ranch, and Mid-century Modern architectural styles.²

Existing Planned Area Developments (PAD)

The Menlo Park Mercado District PAD-10

This PAD was adopted by Mayor and Council in 2004 for the first major project in the Rio Nuevo Downtown Overlay Zone. The PAD site is located in the western edge of Rio Nuevo and comprises 13.569 acres. The PAD goals include creating a high quality, mixed use, integrated community. The PAD Development Plan consists of 8 main blocks for residential, commercial and office development. These blocks are formed by 7 different types of streets and 7 distinct plazas and jardines (gardens) that provide a varied, interesting and interconnected public realm throughout the neighborhood; all blocks are served by rear private alleys which provide all vehicle access (with the exception of several corner lots).

Currently, the PAD site houses Tucson's first public market: Mercado San Agustín. Mercado San Agustín is a 15,000 square foot green building, including the Agustín Brasserie Restaurant, San Agustín Trading Co., La Estrella Bakery, and a shared-use commercial Mercado Kitchen providing an opportunity for small business owners to prepare and package foods for retail. South of Mercado San Agustín is a residential subdivision platted for residential development featuring Street Scene styles ranging from a 1,500 square foot, 2-bath live/work loft to a 2,500 square foot plaza row house with 4 bedrooms and 3 baths consisting of one and two story homes. Other future development plans (coinciding with Streetcar Development) include the Monier Brickyard, a 200,000 square feet mixed-use building with 35,000 square feet of retail space and 62 residential condominiums.

Rio Nuevo Professional Plaza PAD-4

This PAD is part of the Rio Nuevo Redevelopment Plan/Planned Area Development adopted by the Mayor and Council of the City of Tucson in 1982. The Rio Nuevo Redevelopment Plan covers approximately 240 acres. The boundary of the PAD jogs between St. Mary's Road and Mission Lane and between I-10 and Grande Avenue. Congress Street splits the Plan into two separate areas, north and south. The PAD goal is to utilize presently vacant and/or underutilized land and existing infrastructure located at the gateway to the downtown area along I-10.

² A Guide to Tucson’s Historic Neighborhood, The Drachman Institute, A Publication of the Blenman Elm Neighborhood Association, 2011.

The Rio Nuevo Professional Plaza PAD has been developed for class "A" suburban professional office space with abundant parking adjacent to downtown Tucson. Rio Nuevo Professional Plaza tenants include Stantec Consulting, Canoa Homes, U.S. Census Bureau (permanent facility), U.S. Fish & Wildlife, U.S. Department of Defense and U.S. Social Security.

Existing Neighborhood/Area Plans

Barrio Kroeger Neighborhood Plan

As shown on *Exhibit 1: City of Tucson Neighborhood Associations within the ¼ Mile Focus Area*, a small sliver of the Western Terminus Study Area is located within the boundaries of the Barrio Kroeger Neighborhood Plan, south of Simpson Street and west of Interstate 10. The objective of the Barrio Kroeger Neighborhood Plan is to recognize the unique and historic character of the neighborhood and provide written guidelines for future growth to protect and enhance its residential environment. The land uses recommended for this area include commercial along Interstate 10 and open space within the floodplain areas.

Santa Cruz Area Plan

The Santa Cruz Area Plan, adopted by Mayor and Council in 1984, includes an area extending approximately 14 miles from Los Reales Road on the south to Orange Grove Road on the north. It is bounded on the east by Interstates 10 and 19 and on the west by Mission and Silverbell Roads. The proposed Santa Cruz River Park extends throughout the length of the plan and is the central focus of the area. The Santa Cruz Area Plan is intended to guide future development and coordinate governmental actions when developing the Santa Cruz River and its immediate environs as a major cultural and recreational resource, while stabilizing and improving adjacent neighborhoods.

Undeveloped/vacant areas within the plan that are not included in the proposed Santa Cruz River Park are identified as "key parcels". There are two key parcels that fall within the Western Terminus: Key Parcel 8 and 9. The following recommendations listed in the Santa Cruz Area Plan for these two parcel areas provide conceptual direction for future land use and zoning decisions:

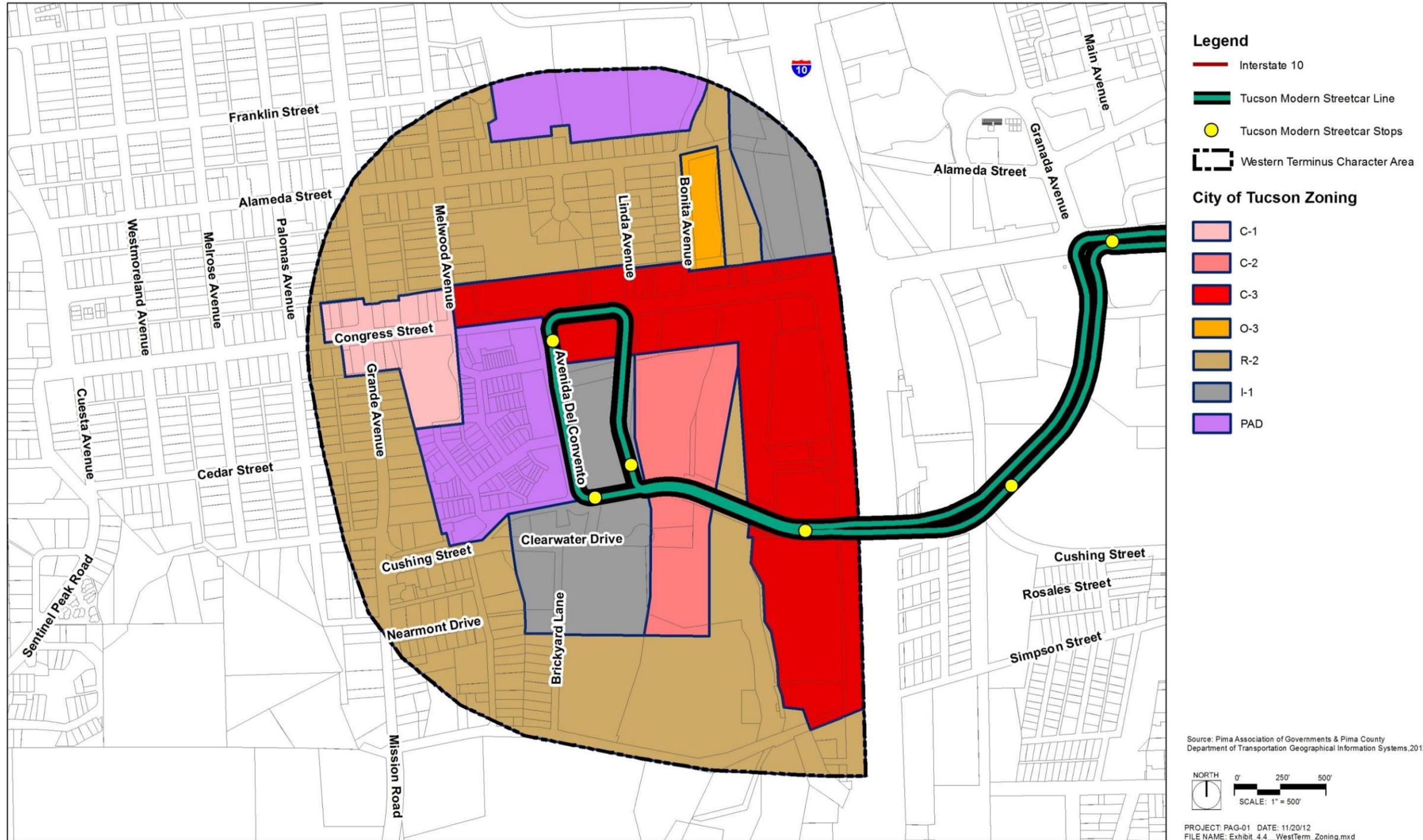
- Key Parcel 8 should be consistent with the general development policies of this plan. The Barrio Kroeger Neighborhood Plan, adopted in 1979, provides detailed guidance for land uses in this area. Refer to that plan for further details. Development on and/or adjacent to the old landfill in the northwest corner of the neighborhood should be done sensitive to potential methane and subsidence problems. (Note: The Western Terminus contains a very small area of the Barrio Kroeger Neighborhood Plan. The land uses recommended for this area are commercial along Interstate 10 and open space within the floodplain areas.)
- Key Parcel 9 - Development in these areas should be consistent with the Rio Nuevo Redevelopment Plan. The Rio Nuevo Redevelopment Plan PAD calls for commercial, north of Congress Street, and commercial, hotel, and specialty retail south of Congress Street. The area north of Congress is mainly Santa Cruz River park space and developed land as shown on *Exhibit 11: Western Terminus Existing Land Use Inventory*. The area south of Congress is mainly Santa Cruz River park space, developed along I-10, and vacant land to the east of the Santa Cruz River.

Downtown Gateway Redevelopment Area

On April 17, 2012, the Mayor and Council approved designation of the Downtown/Gateway Redevelopment Area and Central Business District pursuant to State law. Designation of the Downtown/Gateway Redevelopment Area initiates the drafting of a Redevelopment Plan. The plan would define local objectives as to appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements. Work on the plan is being done by City of Tucson planning staff and is ongoing.

Designating a Central Business District (CBD) enables the City to use a redevelopment tool called a Government Property Lease Excise Tax (GPLET). With a GPLET, a project's operating costs are reduced through the abatement of property taxes for an eight year period. The use of a GPLET is intended for projects deemed to create significant economic development activity within downtown Tucson or the gateways leading to the downtown area. Mayor and Council must approve the use of GPLET for any development.

Exhibit 7: Western Terminus Current Zoning



Tucson Modern Streetcar Land Use and Development Implementation Plan

Exhibit 8: Existing Residential Density

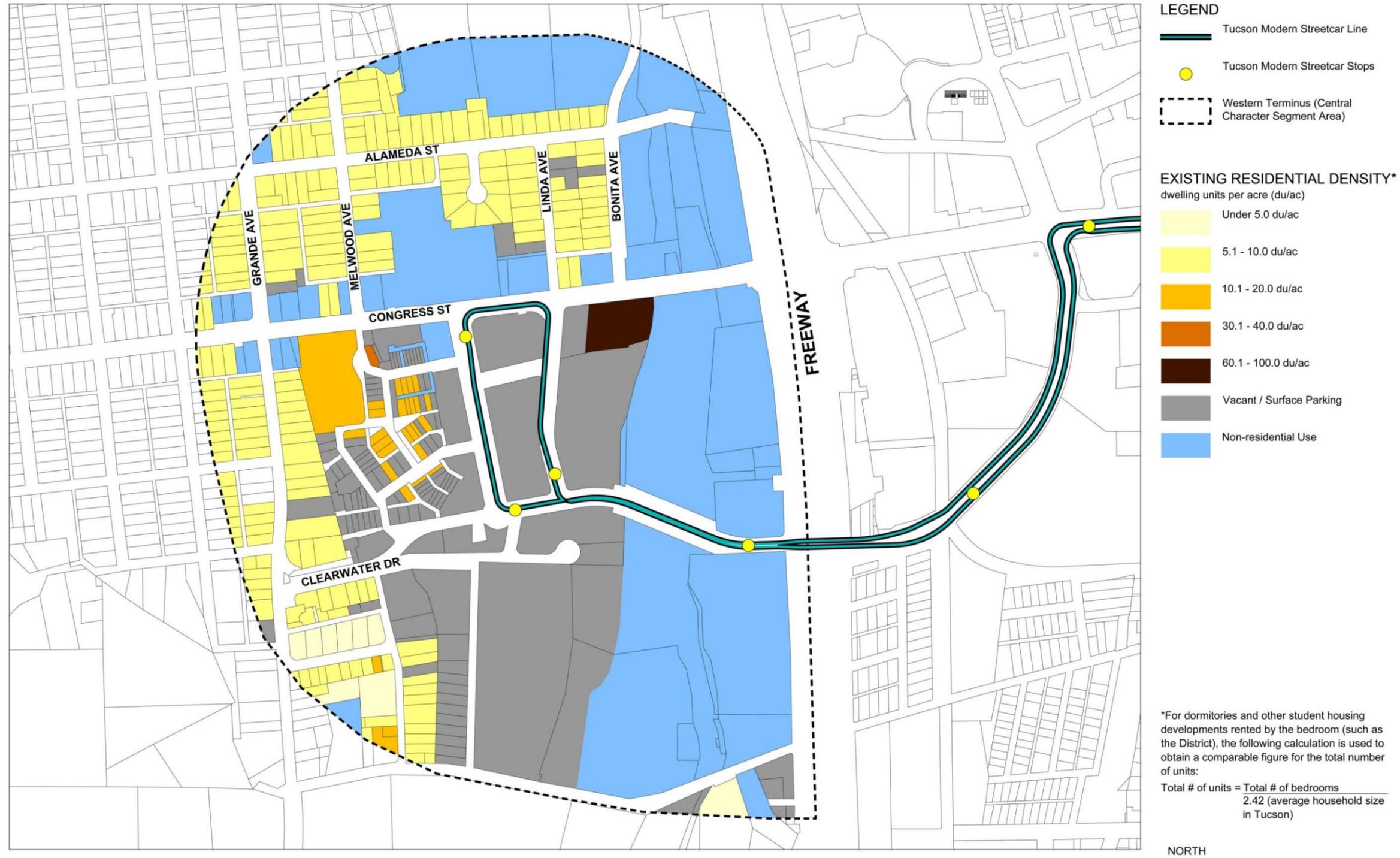


Exhibit 9: Maximum Allowable Residential Density

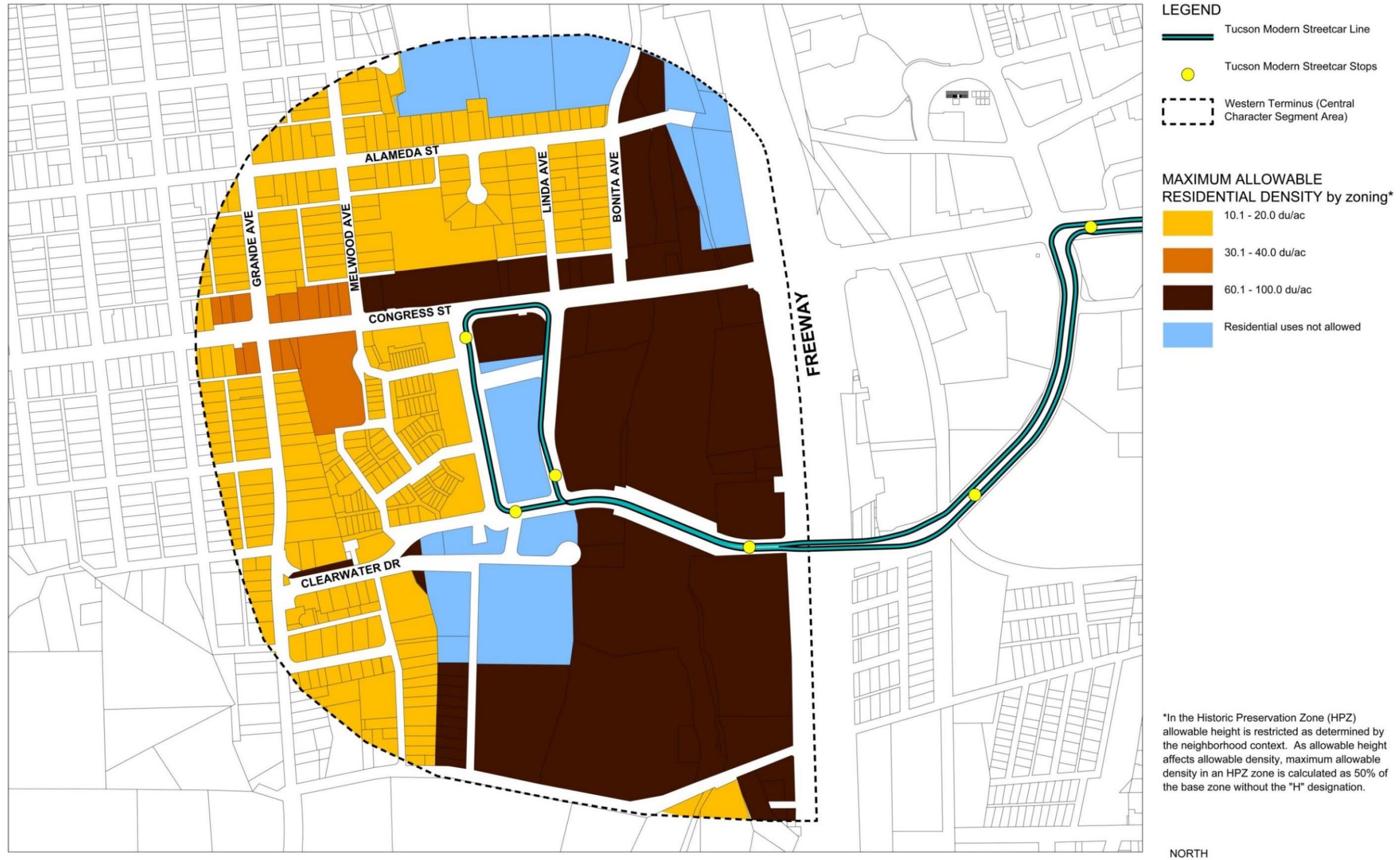
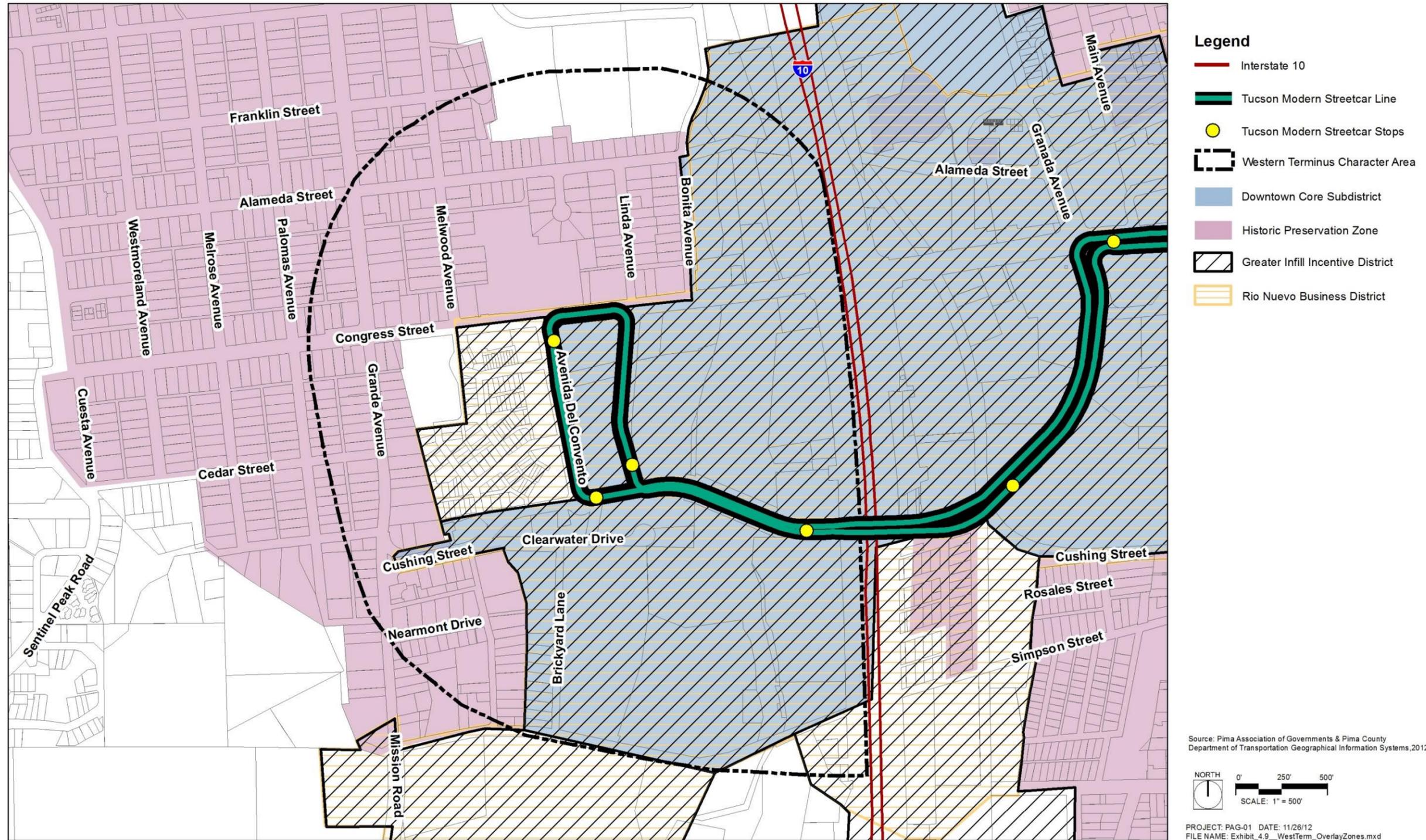


Exhibit 10: Western Terminus Overlay Zones



Source: Pima Association of Governments & Pima County
Department of Transportation Geographical Information Systems, 2012.



PROJECT: PAG-01 DATE: 11/26/12
FILE NAME: Exhibit_4.9_WestTerm_OverlayZones.mxd

Existing Land Uses

Table 4 summarizes acreage by land use category. The Santa Cruz River and associated River Park amenities comprise a large amount of the character area. Vacant land is located adjacent and south of the streetcar route along Avenida Del Convento and the single-family residential is part of the Menlo Park neighborhood. Other land uses include hotel and hospitality along Interstate 10, the Mercado District Mixed Use Planned Development, El Rio Community Health Center, office buildings within the Rio Nuevo Professional Plaza, Pima County government offices, two public housing sites and a Tucson Electric Power utility substation. Exhibit 11 shows the existing land use inventory for the Western Terminus.

Table 4

Western Terminus Existing Land Uses

Land Use	Land Use Acreage
Single Family	40.79
Park	37.05
Hospitality	11.92
Mixed Use Planned Development	10.73
Multi-family	6.36
Medical	6.29
Office	5.70
Commercial	5.20
Public/Government	3.91
Light Industrial	2.58
Social Services	1.59
Drainage	1.45
Vacant	39.36
Total Acreage Character Area	172.94

Source: Tucson Modern Streetcar ¼ Mile Focus Area Existing Land Use Inventory, The Planning Center Land Use Inventory, 2012

Vacant and Underutilized Land

Exhibit 12 shows vacant and/or underutilized land. The Western Terminus includes approximately 39 acres of vacant land. There are two existing block plats and one subdivision plat within this area of vacant land. These are the Mission District Block Plat 1-5 recorded in 2011, the Rio Nuevo Block 1-15 recorded in 2003 and a 14-lot subdivision plat, P.S. Hughes, recorded in 1914.

The Mission District is a Gadsden Project located immediately south of Congress Street and west of the Santa Cruz River. It is planned for a 125-room boutique hotel, 400 residential units (of which 17.5% will be offered to households at or below 80% of Area Medium income (AMI) and 17.5% will be offered to households between 80% and 125% of AMI).

The 143-unit Sentinel Plaza was built and is currently occupied low-income senior housing. Additional developments may include office space, market, restaurant, and other commercial uses.

Barriers to Development/Major Constraints

With the addition of the Luis G. Gutierrez Bridge, the connectivity between the Western Terminus area and downtown Tucson has been greatly improved. There is a significant amount of undeveloped land in the area. Although there are no major barriers for development, it is important to ensure that adequate transportation facilities for all users (including parking) are included as this area is built up.

Development Opportunities

Exhibit 13 shows development opportunities within the Western Terminus character area. 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.

Exhibit 11: Western Terminus Existing Land Use Inventory

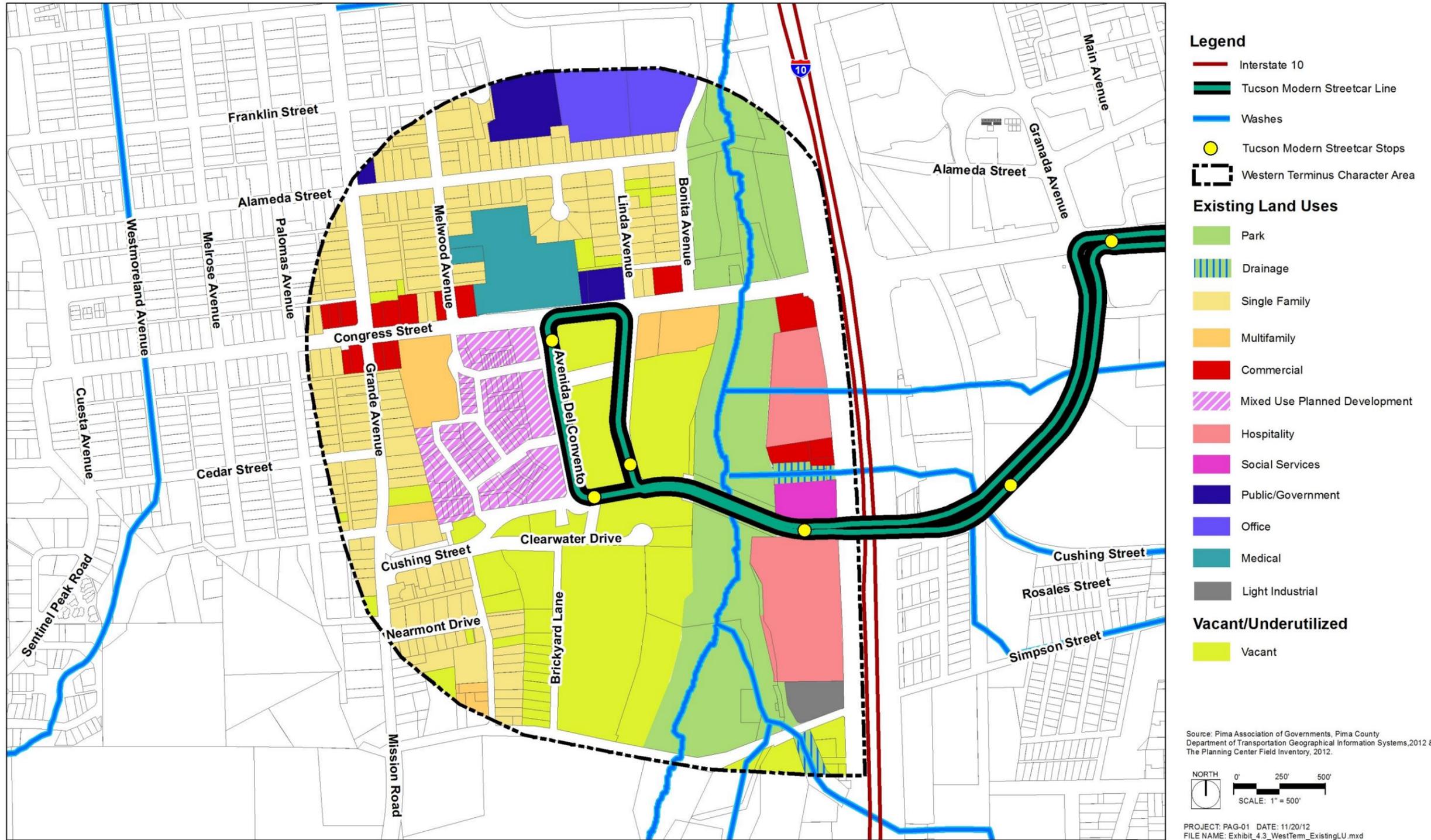


Exhibit 12: Vacant and Underutilized Land

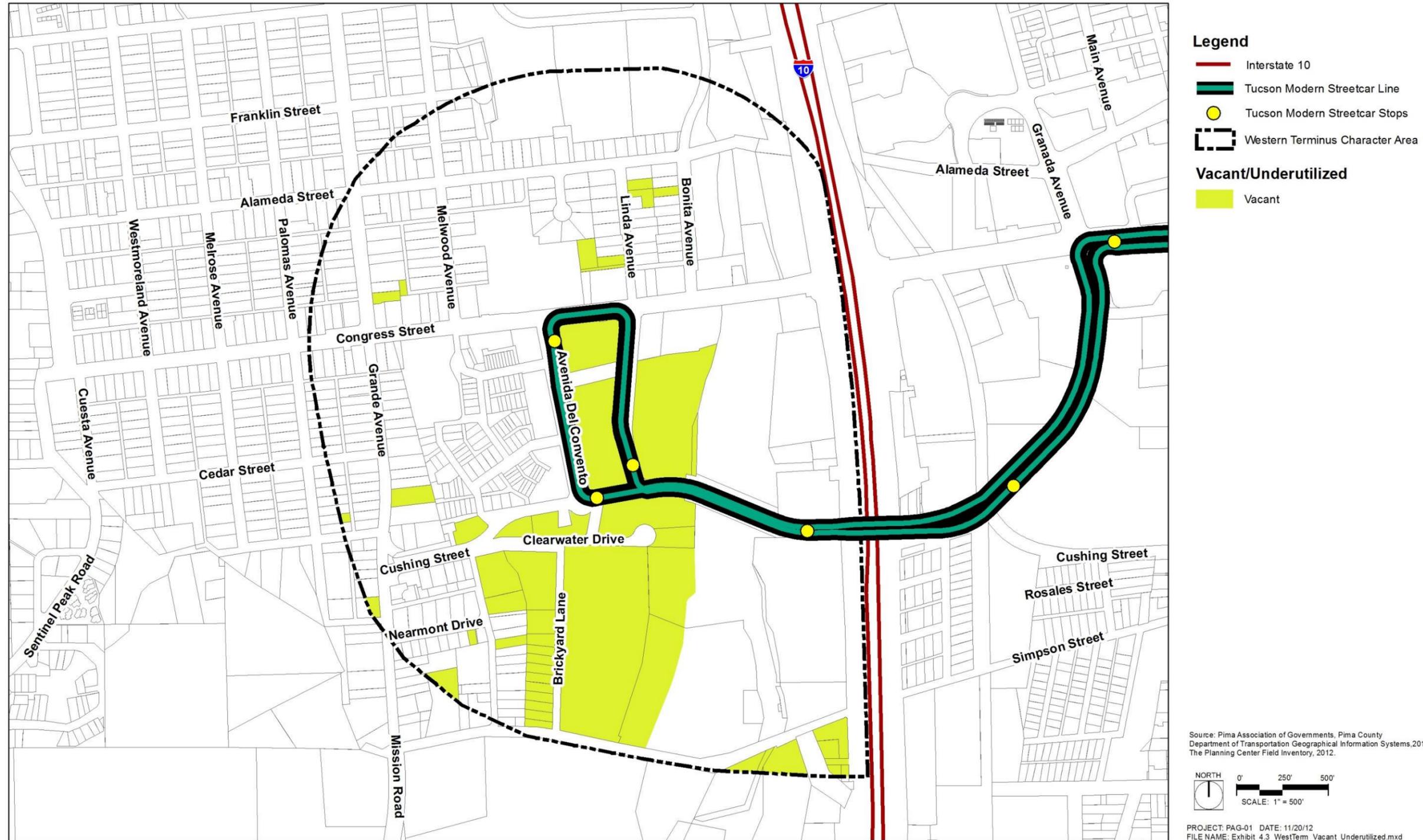
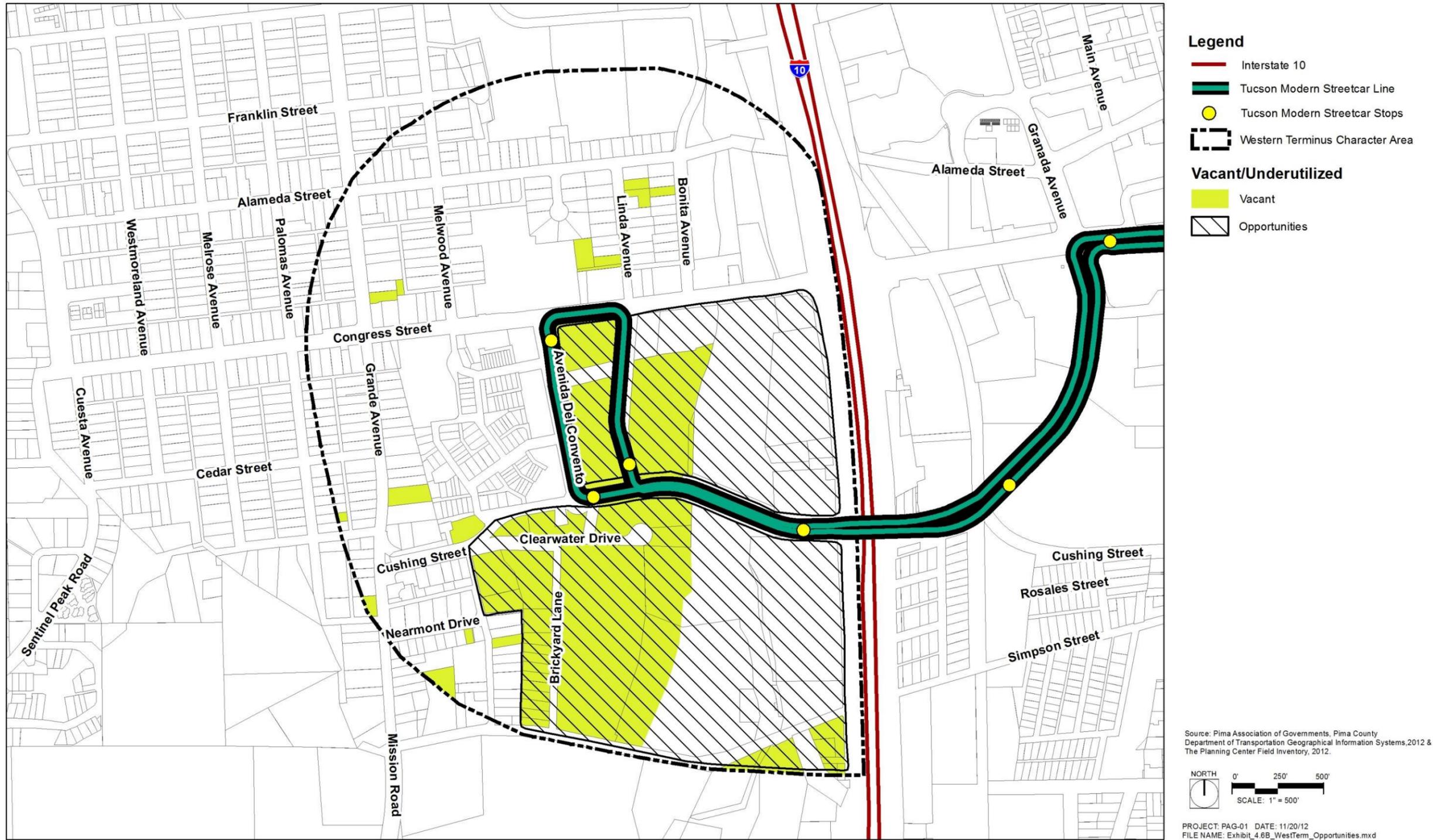


Exhibit 13: Development Opportunities



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 group and one-on-one meetings, a week-long design charrette was conducted in January of 2013. The community vision for the Western Terminus follows.

Origin’s Gateway (Western Terminus) Community Vision

This character area is Tucson’s Birth Place, offers a window into Tucson’s past and creates the synergies necessary to integrate Tucson’s heritage and culture with the appropriate mix of land uses. It is a vibrant activity center that serves as the Heritage Gateway including A Mountain, the Convento, the Loop, the Santa Cruz River Linear Park, and the regional trail systems connecting to Saguaro West. It anchors the Tucson Streetcar in the community roots.

Origin’s Gateway is developed as a place-making destination serving as a magnet for heritage tourism, eco-tourism, equestrian tourism, and bicycle tourism. It includes a variety of housing types affordable to all income ranges, access to quality employment, retail and services in a high quality mixed-use development with integrated open space. It is respectful of, protects, and strengthens fragile adjacent neighborhoods and the cultural identity of this heritage area.

The land use mix includes revenue generating retail and service uses serving Menlo Park, Barrio Kroeger, El Mercado District, seniors, the area’s large Hispanic population, downtown and streetcar users. It includes walking promenades, connectivity to the regional trail system, the Santa Cruz River Park, heritage plaza, and open spaces in a walkable and inviting Sonoran desert setting.

Development is sensitive to the area’s demographics (70% Hispanic) and its history as the home of many generations of Hispanic families. Careful consideration is given to protect the heritage and roots of this community, avoiding gentrification and providing equitable access to housing, education, employment centers, commerce, entertainment, parks, open space and services. Development strategies are designed to improve the quality of life of all area residents.



Origins Gateway Concept, The Planning Center, 2013

Strategies for Western Terminus Character Area

During the design charrette held in January 2013, the Menlo Park Neighborhood Association presented their Position Paper and met with the project team to discuss development in this character area.

Menlo Park Position Paper:

Menlo Park currently does not have an adopted neighborhood plan. The Menlo Park Neighborhood Association presented their position paper to the design charrette team during the Tucson Modern Streetcar Design Charrette. The position paper includes:

1. Land uses;
2. Design;
3. Parking;
4. Circulation;
5. Residential
6. Commercial;
7. Landscaping and Open Space;
8. Approach;
9. Linkages and Buffers;
10. Green Building/Energy Efficiency;
11. Neighborhood Resources and Neighborhood Protection;
12. Unacceptable Elements;
13. Land South of Cushing Street

This position paper does a good job expressing the adjacent community's vision for the vacant parcels surrounding the western terminus of the streetcar, and should be background material for any future RFP issued by the City for disposition of these properties

Western Terminus Adopted Land Use Plans/Zoning and Recommendations

Barrio Kroeger Lane Neighborhood Plan:

The plan was adopted in 1979. An updated version prepared by the Drachman Institute in 2009 was presented to the team during the Tucson Modern Streetcar Design Charrette by the neighborhood association, but was never formally adopted.

Recommendation:

No changes are recommended to Barrio Kroeger as a result of the SLUP.

Menlo Park Mercado District PAD and Development Agreement:

The land within the PAD has already been developed. Existing development includes a variety of housing types, courtyards and small plazas and commercial uses.

Recommendation:

This PAD is consistent with the Streetcar. No further refinements are recommended unless the developer identifies needed changes.

Rio Nuevo Redevelopment Plan/PAD (1987) (PAD-4):

This plan was adopted in 1987. The southern half, south of Congress, was never effectuated, and therefore is obsolete.

Recommendation:

Amend this document to clarify that this plan is not in effect for the portion south of Congress.

Santa Cruz River Area Plan:

Addresses the western terminus by reference to Rio Nuevo Development Plan on Page 12, Key Parcel 9.

Recommendation:

This Area Plan should be amended to remove this reference, as the plan is not in effect.

Downtown Infill Incentive District:

Overall modifications to the IID would impact this project. Additionally, it is recommended that a new subdistrict be created for the portion of the IID west of I-10 to address specific issues in this area. Specifically:

- Add within the Residential Use Group uses as allowable throughout the subarea, including within the Industrial zone (where it is currently not allowed).
- Address allowable building heights and the transition from the existing neighborhood through a massing model

- Provide guiding principles for design within the subdistrict which reflect the vision expressed in the design Charrette and the Menlo Park white paper.

Property Disposition

The team supports the concept of the City issuing a Request for Proposals for potential development of the City-owned parcels south of Cushing Street. These parcels, just south of the Modern Streetcar route, are prime for transit oriented development. The vision developed through the Charrette process and the Menlo Park white paper should be used as evaluation criteria during the review of development proposals.

If an acceptable development proposal is approved by Mayor and Council, the City should pursue a development agreement with the winning developer. The Team believes that the City 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. Successful, strong development agreements are key to ensuring that both the City and the developer live up to the expectations outlined in the project proposal and provide contingencies for non-performance.

Exhibit 1: City of Tucson and Pima County Owned Land

