



Streetcar Land Use Plan Design Charrette Followup Meeting



Bridging the Past While Building A Sustainable Future



u r b s w o r k s





Streetcar Land Use Plan Design Charrette Followup Meeting



Land Use and Implementation Plan Scope



Land Use and Development Implementation Plan Project Goals

- Analyze properties within the ¼ mile focus area to best prepare them for the appropriate **land use plan, zoning, and design**.
- Identify subareas with **unique characteristics** and concerns.
- Collect and review **input from stakeholders** regarding their concerns, issues and priorities for development along the streetcar line.
- Prepare an **innovative and solution-oriented land use approach** that leads directly to legislative amendments that expedite high-quality development.
- Identify areas along the streetcar line where **higher density/intensity mixed-use** development is appropriate.
- **Recommend policies and standards** for the legislative process to seek development approval.
- Prepare planning area supplemental strategies on **streetscapes, parking and affordable housing**.
- Identify **financing mechanisms** to implement the land use plan.



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- **Week-long charrette in January**
- **Nearly 50 meetings**
- **More than 650 conversations**

We have been listening...



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And here is what we heard:

“Our community is supportive of higher intensity land uses along the streetcar corridor.....”

.....as long as “it is done right.”



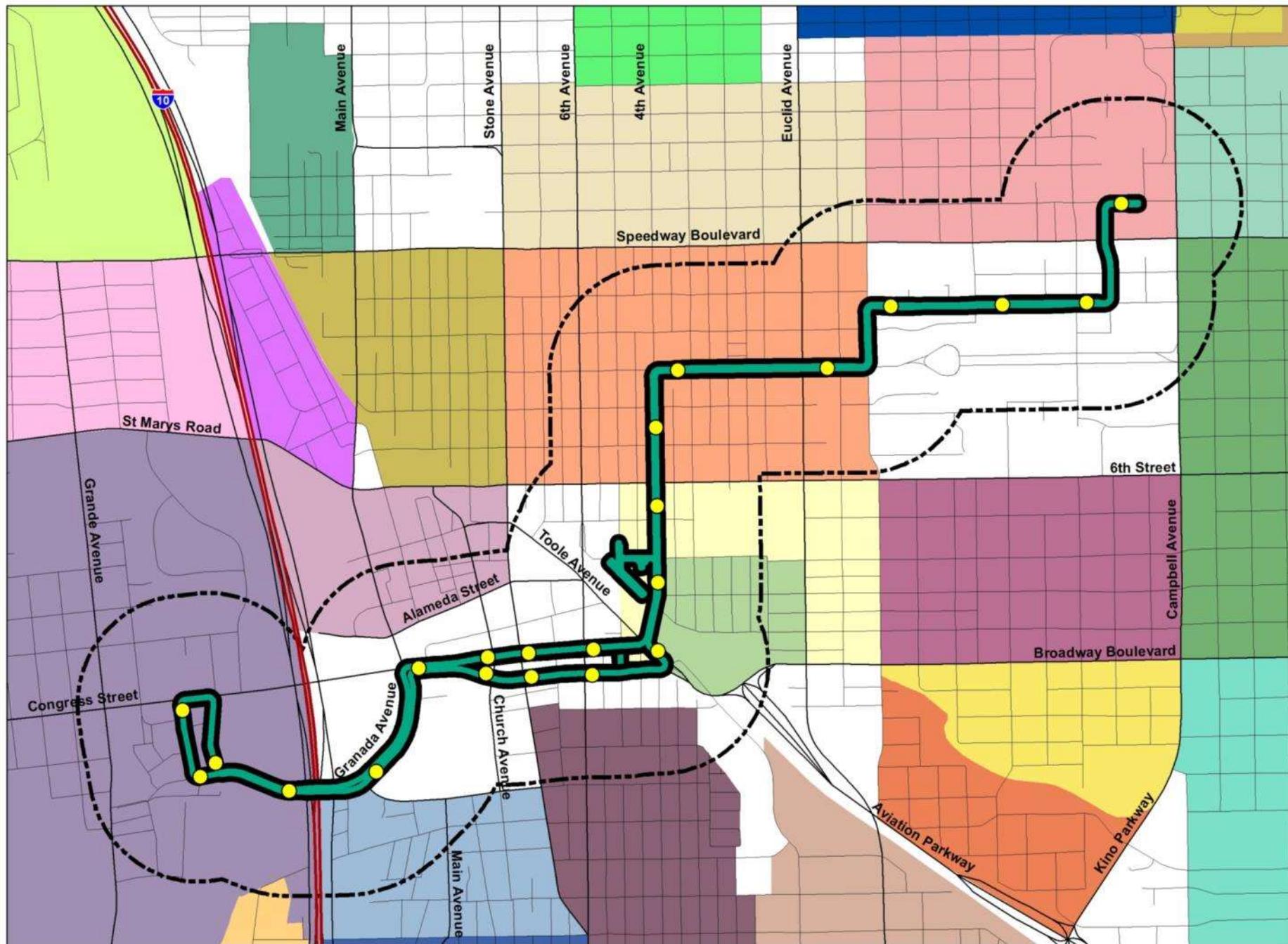
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Doing it Right...



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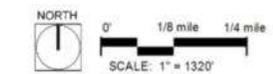
Legend

- Major Streets
- Interstate 10
- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- - - Quarter-Mile Focus Area

Neighborhood Associations

- | | |
|------------------------------|--------------------|
| ■ Armory Park | ■ North University |
| ■ Arroyo Chico | ■ Pie Allen |
| ■ Barrio Anita | ■ Rincon Heights |
| ■ Barrio Blue Moon | ■ Sam Hughes |
| ■ Barrio Hollywood | ■ West University |
| ■ Barrio Kroeger Lane | |
| ■ Barrio San Antonio | |
| ■ Barrio Santa Rosa | |
| ■ Barrio Viejo | |
| ■ Blenman-Elm | |
| ■ Catalina Vista | |
| ■ Catalina Vista/Blenman-Elm | |
| ■ Dunbar Spring | |
| ■ El Presidio | |
| ■ El Rio Acres | |
| ■ Feldman's | |
| ■ Iron Horse | |
| ■ Jefferson Park | |
| ■ Menlo Park | |
| ■ Miles | |
| ■ Millville | |
| ■ Northwest | |

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

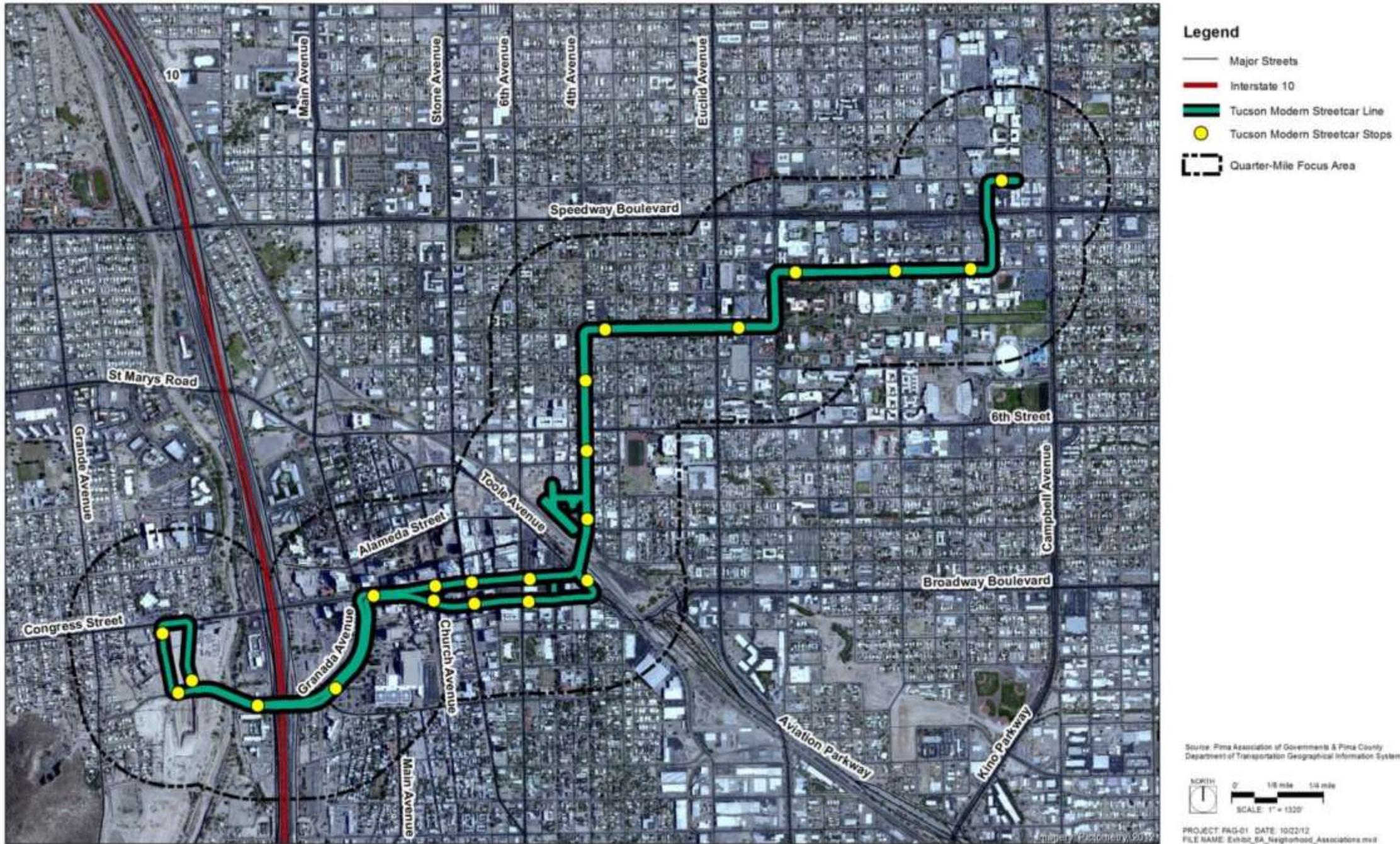


PROJECT: PAG-01 DATE: 10/22/12
FILE NAME: Exhibit_6A_Neighborhood_Associations.mxd

Streetcar Corridor Neighborhoods



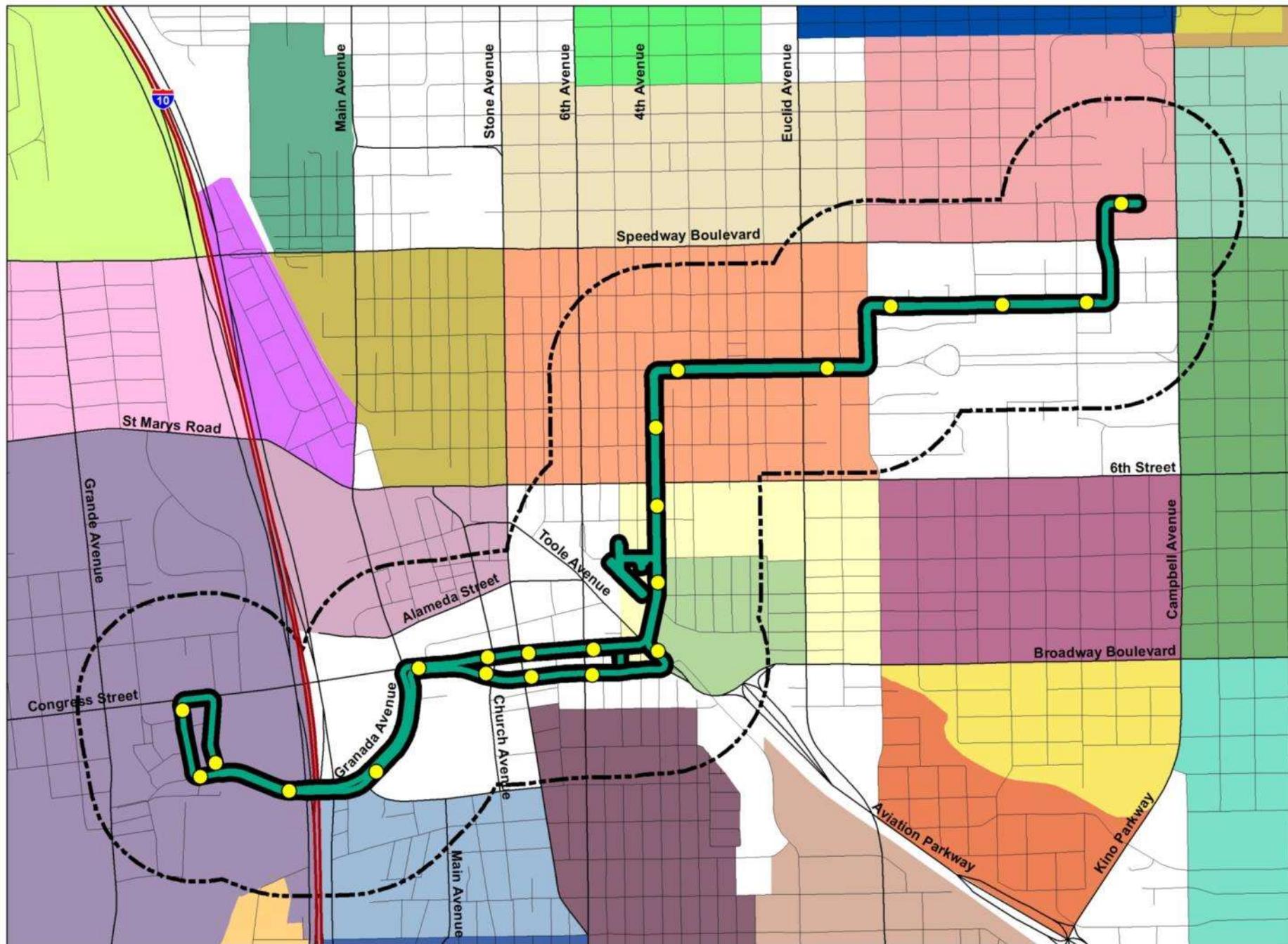
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Streetcar Corridor Neighborhoods



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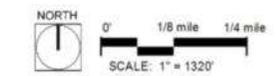
Legend

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Neighborhood Associations

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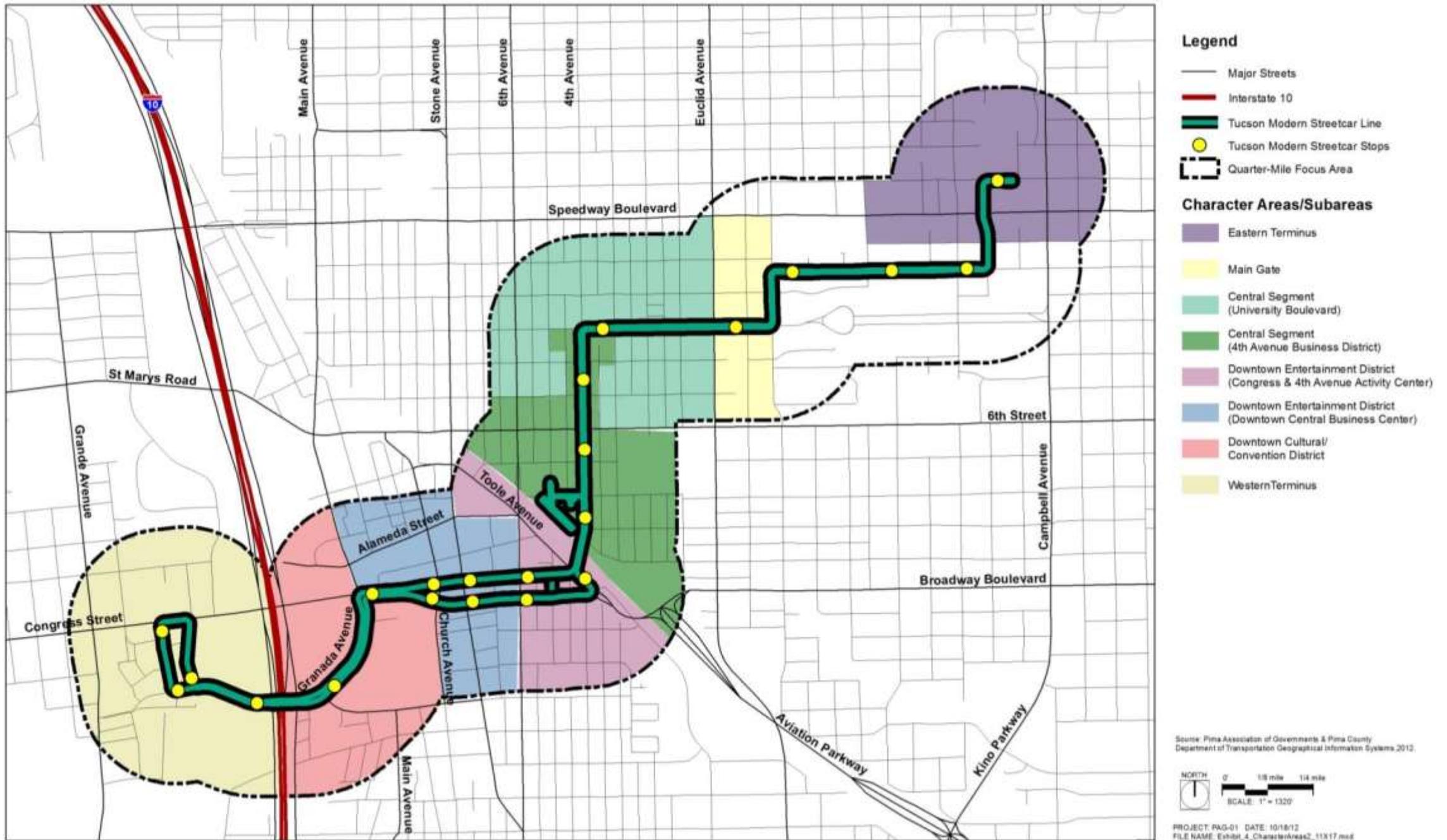


PROJECT: PAG-01 DATE: 10/22/12
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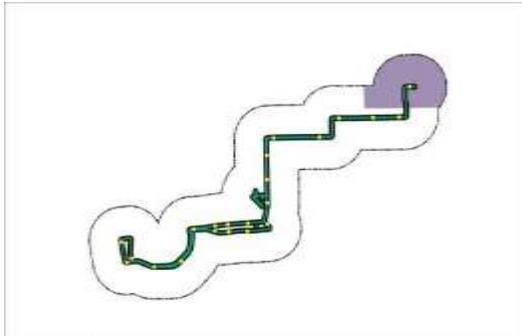
Streetcar Corridor Neighborhoods



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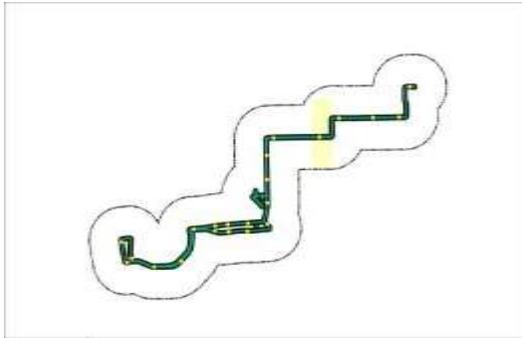


Streetcar Corridor Character Areas



Eastern Terminus – Innovation Gateway

- New development north and south of Speedway and Campbell serves as the UA **eastern gateway**, providing a high quality mixed-use, place-making urban environment.
- That gateway **serves** adjacent neighborhoods, the University of Arizona, the University of Arizona Health Network, and the business community.
- This area provides **access to different modal choices** - walking, biking, transit and the streetcar. Adjacent neighborhoods have easy, safe access.
- It has a network of **urban open space** - courtyards and plazas - and a hierarchy of shaded pedestrian streets with housing, medical, retail and service.
- Urban plazas, courtyards, pocket parks connect to the University of Arizona **public space network** and to adjacent neighborhoods.
- This area features **highest-quality design**, incorporating sustainable features such as green roofs and solar energy.
- **Structured parking** is sufficient for the development within this area.
- **Bicycle park-and-ride corrals** provide Streetcar connectivity.



Main Gate District

- Main Gate **builds out** as a vibrant area offering residential, retail, employment, hospitality and convention services in a university campus environment.
- **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; the streetcar, walking, biking, car-share are incentivized and are the preferred modal choices.
- **Historic residential structures** are protected and maintained with residential or adaptive re-uses.



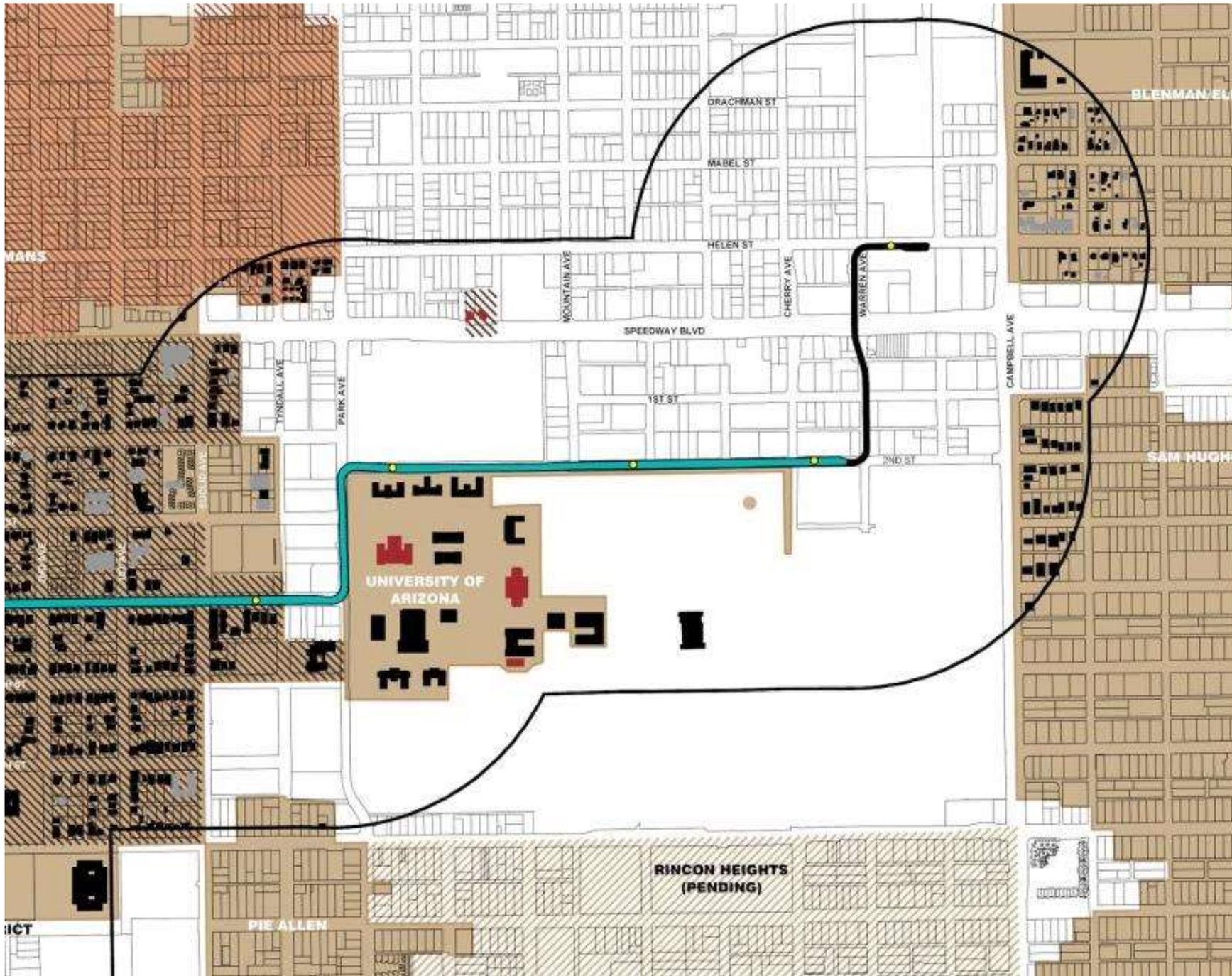
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Implementing the Vision



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LEGEND

DISTRICTS

- Current National Register District
- Eligible National Register District
- 4th Avenue District*
- City of Tucson Historic Preservation Zone
- City of Tucson Neighborhood Preservation Zone

STRUCTURES

- Contributing
- Non-contributing
- Eligible
- Individually Listed
- Determined to be Eligible*

LINES

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Quarter-Mile Focus Area

*4th Avenue District is not formally established as an eligible National Register District by the Arizona State Historic Preservation Office, but preliminary historical research for the Tucson Modern Streetcar Project indicates that it is likely to be eligible for listing in the National Register.

Historic Properties



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Eastern Terminus – Existing Land Uses



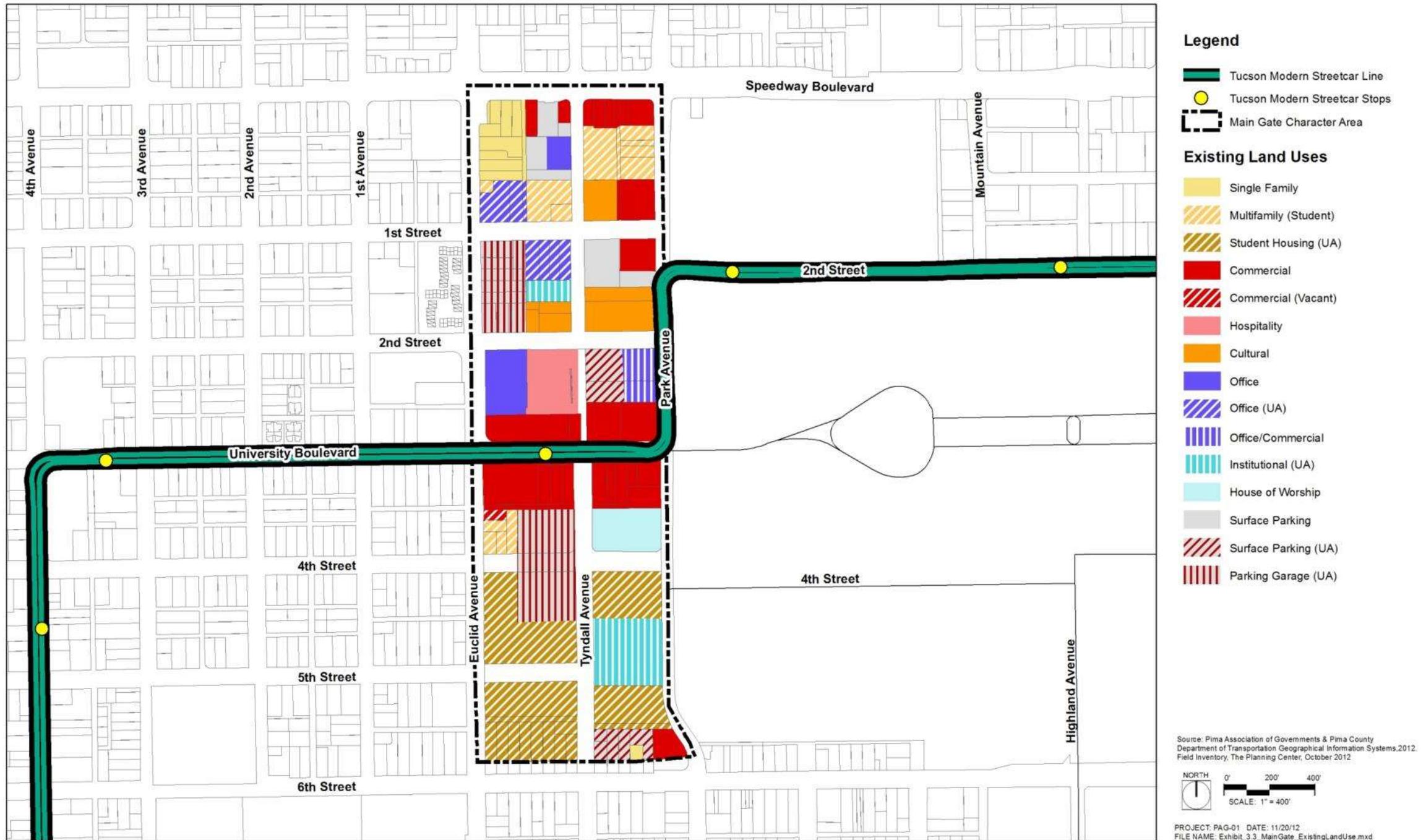
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Eastern Terminus – Vacant/Underutilized Land



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Main Gate – Existing Land Use



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Streetscape



Streetscape Design Manual



- Will govern what **private improvements** are permissible **within the public ROW** (geared toward private development)
- Scheduled to be **implemented in late 2013** following **stakeholder outreach**, city staff, and mayor and council review
- Will provide detail to developer and consultant on **process for application and approval**, and provide city **staff** with **standards for review**



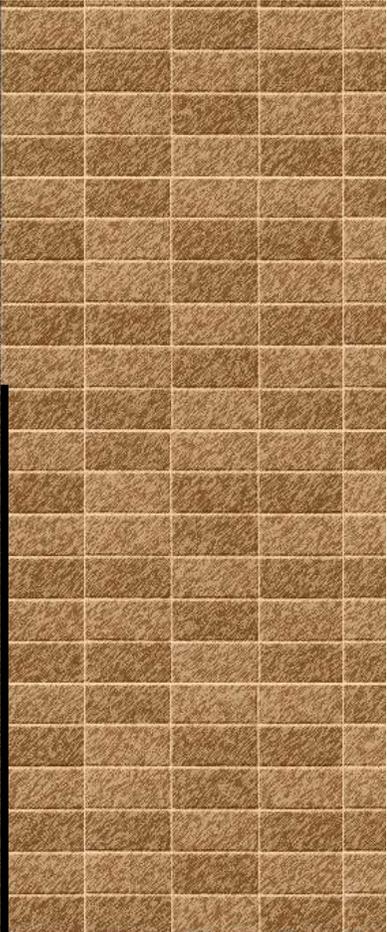
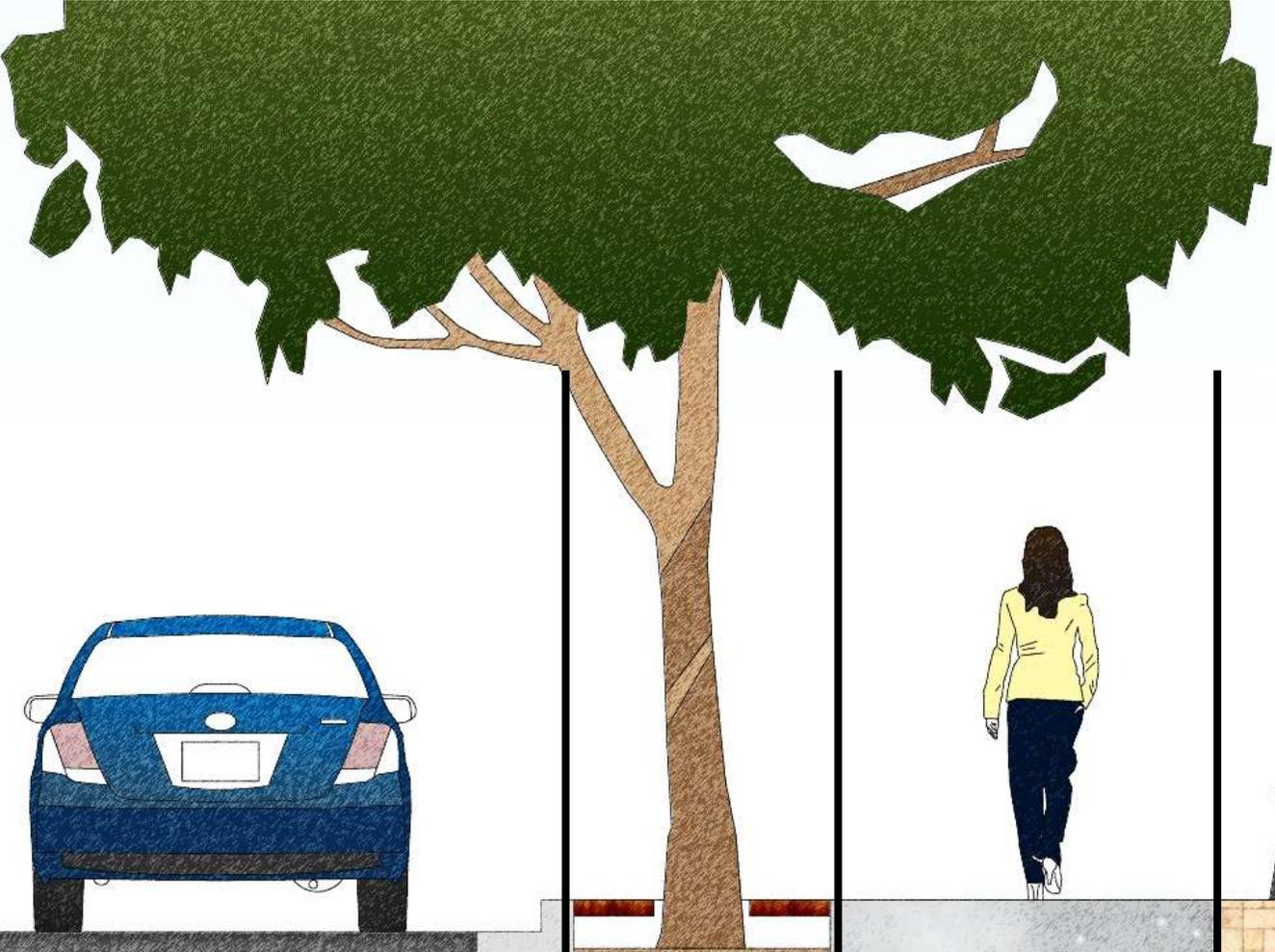
Streetscape Guiding Principles

- Character / Historic Preservation / Heritage and Culture
- High Quality and High Functioning Streetscapes / Activated
- Pedestrian Connectivity
- Parking Needs
- Bicycle Infrastructure Needs
- Sustainability of streetscape elements



Implementation Strategies

- Balance uniformity with uniqueness/character
- Well planned use of TREs for street activation
- Use of long lasting and regionally appropriate materials
- Thoughtful balance of modes of transportation and infrastructure
- Use of cost effective sustainable practices

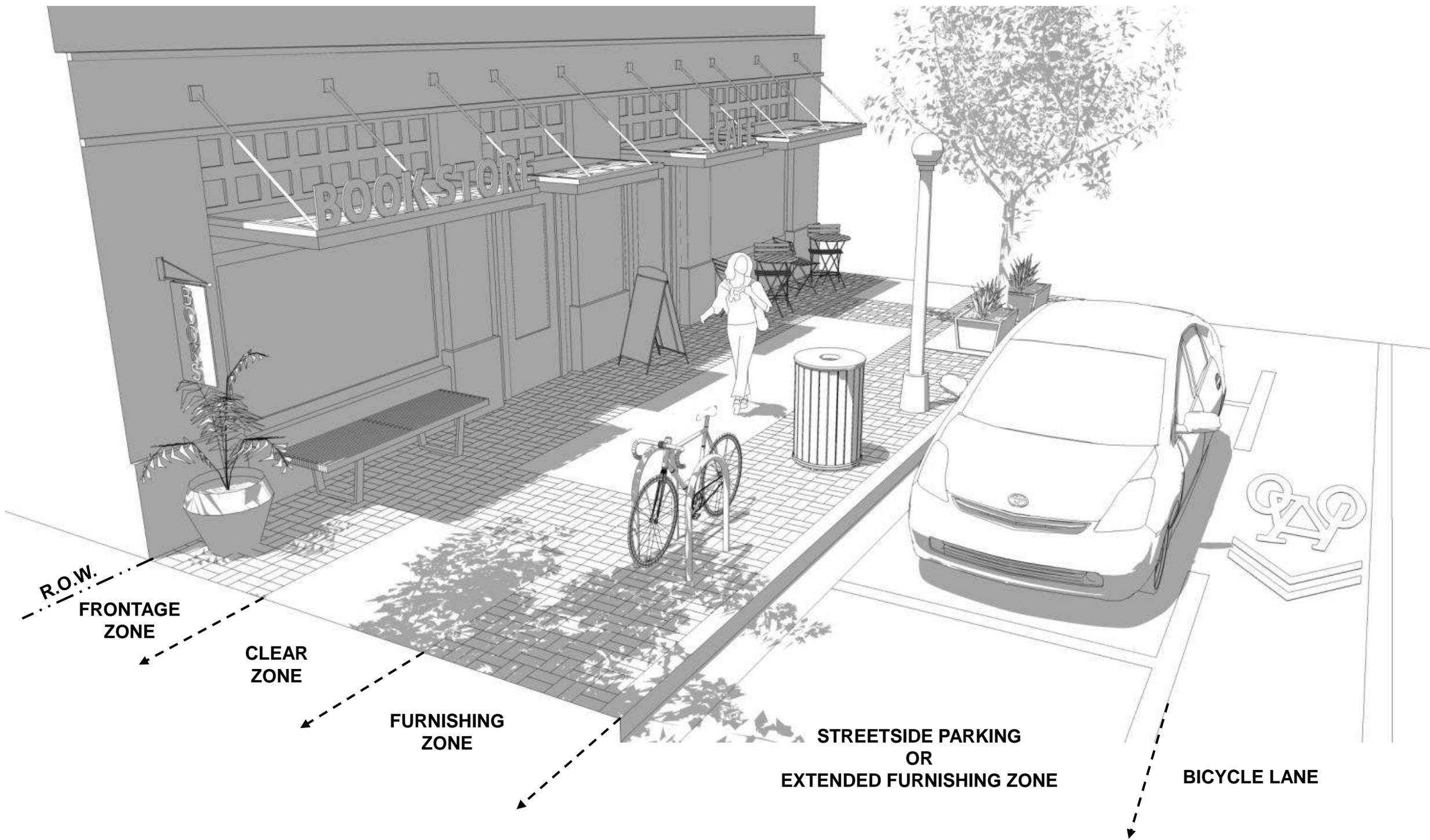


Furnishing Zone
Tree
Grates
Planters
Seating,
etc..

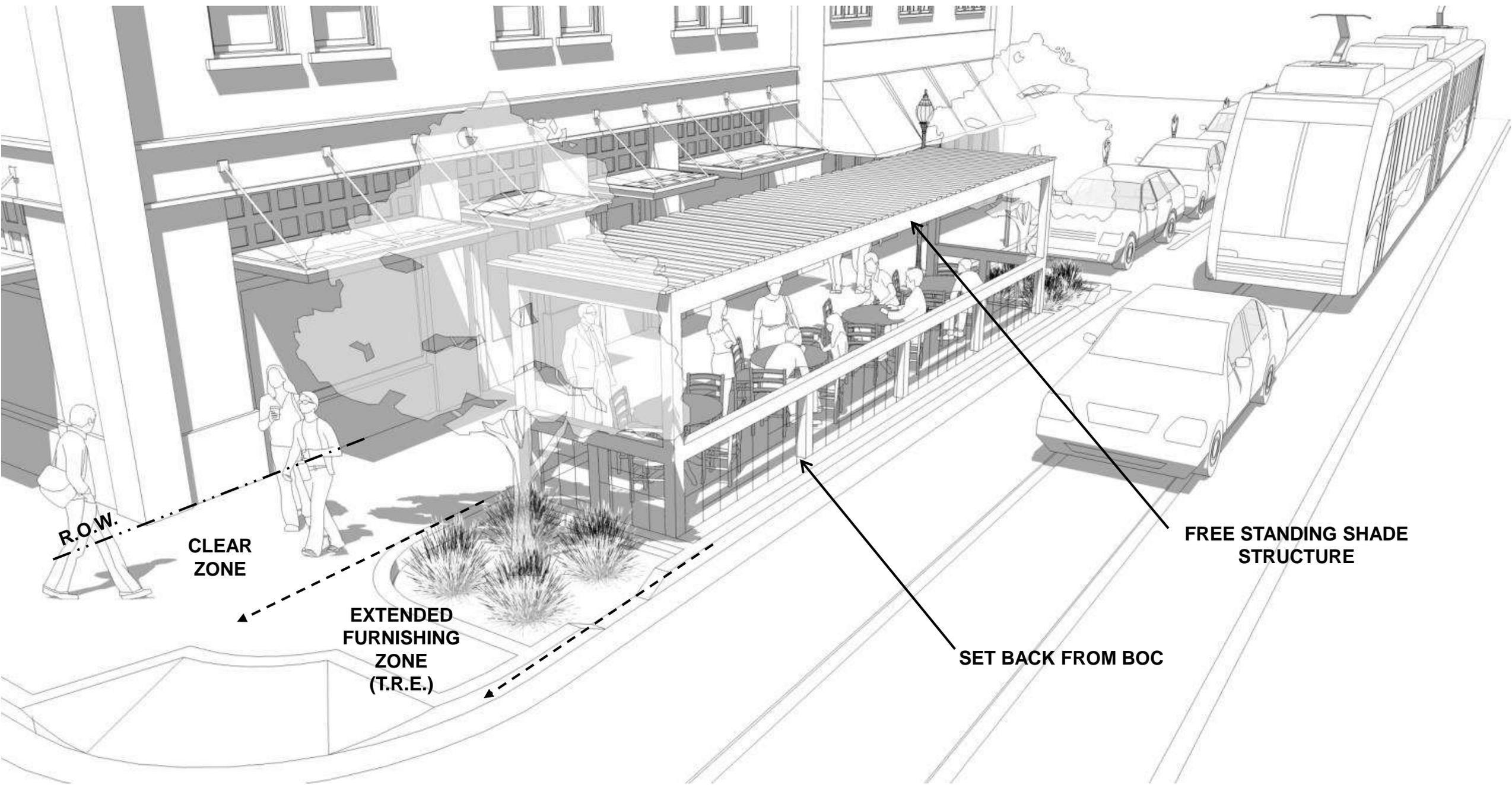
Pedestrian Clear Zone
To remain
unobstructed

Frontage Zone
Dining
Display
Signage, etc..

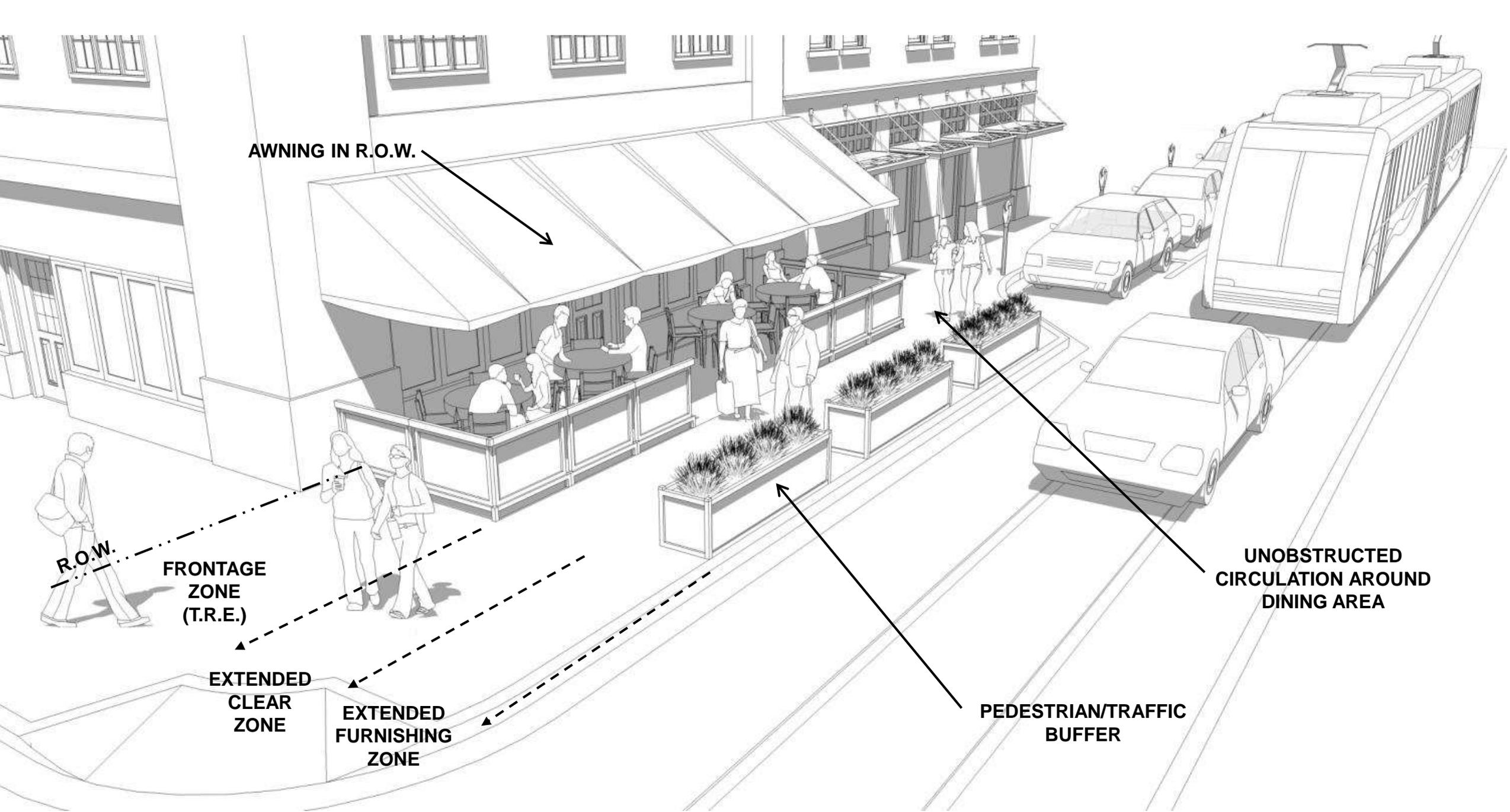
General Streetscape Zones and Amenities



General Streetscape Zones and Amenities



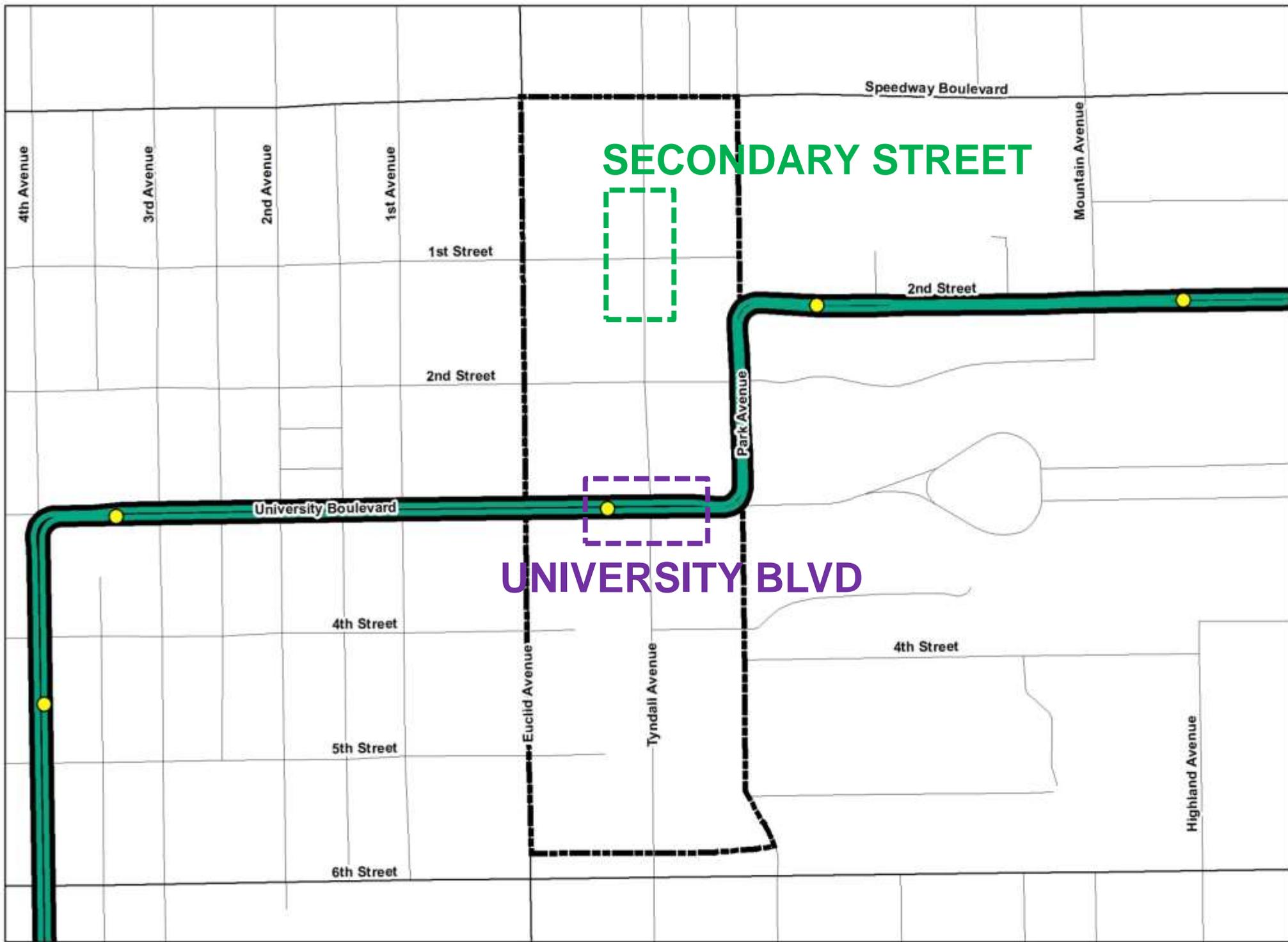
TRE in Extended Furnishing Zone



TRE in Frontage Zone

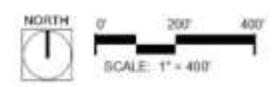


Parklets in Parking Zone



- Legend**
- Streets
 - Tucson Modern Streetcar Line
 - Tucson Modern Streetcar Stops
 - Main Gate Character Area

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

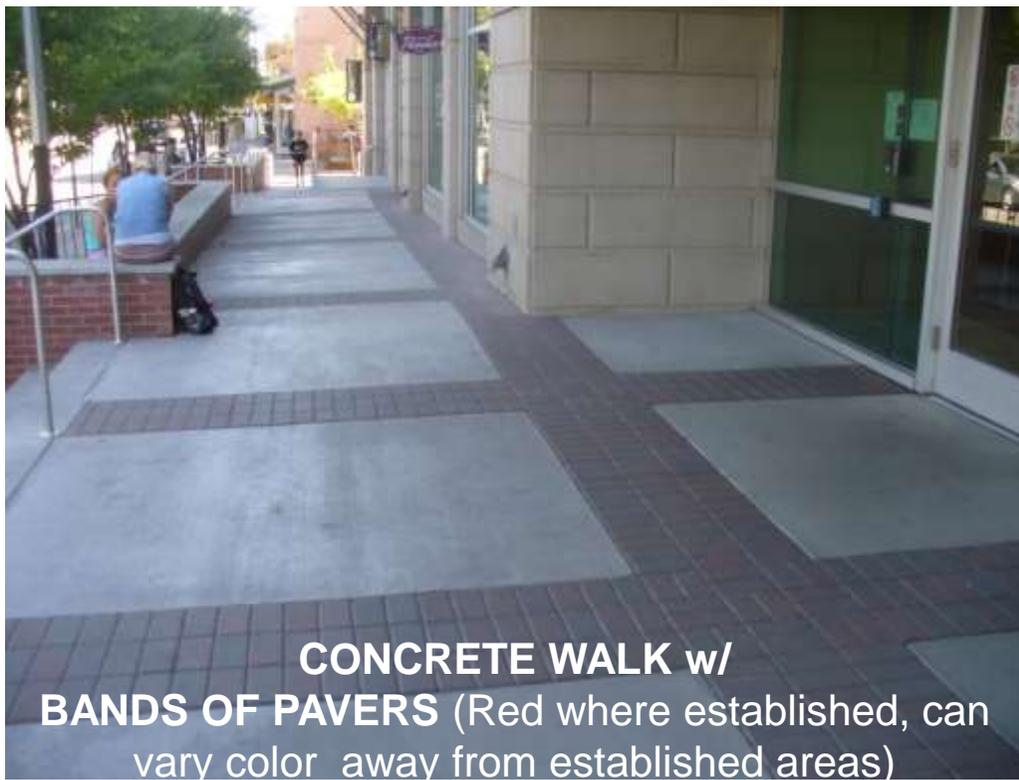


PROJECT: COT-17 DATE: 05/13/13
 FILE NAME: Exhibit_3_2_MainGate_OppSTRT_TYPMxd

Main Gate – Streetscape Typologies



Main Gate – Existing Materials



**CONCRETE WALK w/
BANDS OF PAVERS** (Red where established, can vary color away from established areas)



BLACK FURNITURE



LAVA ROCK

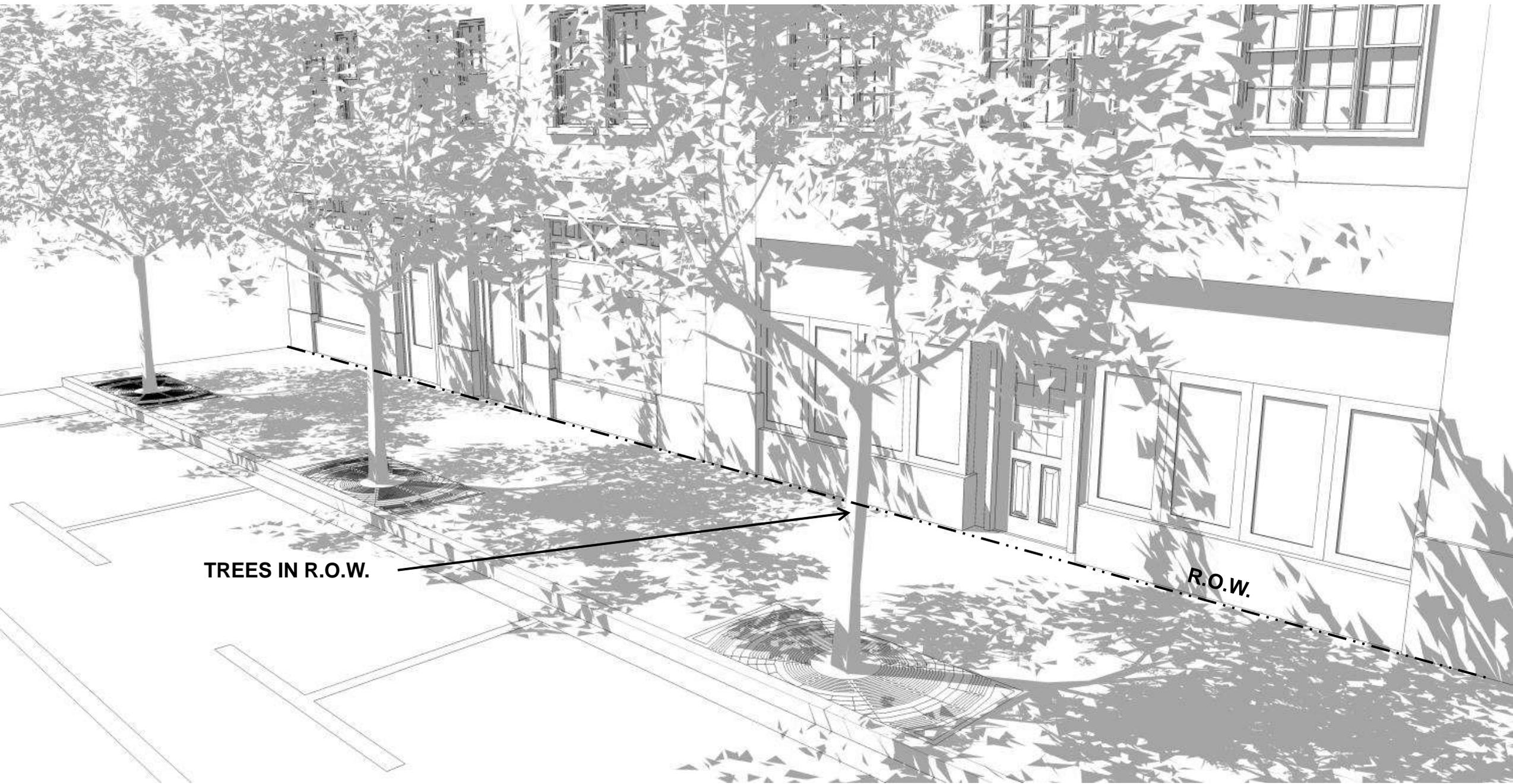


WATER HARVESTING TREE GRATE

Main Gate – Proposed Materials



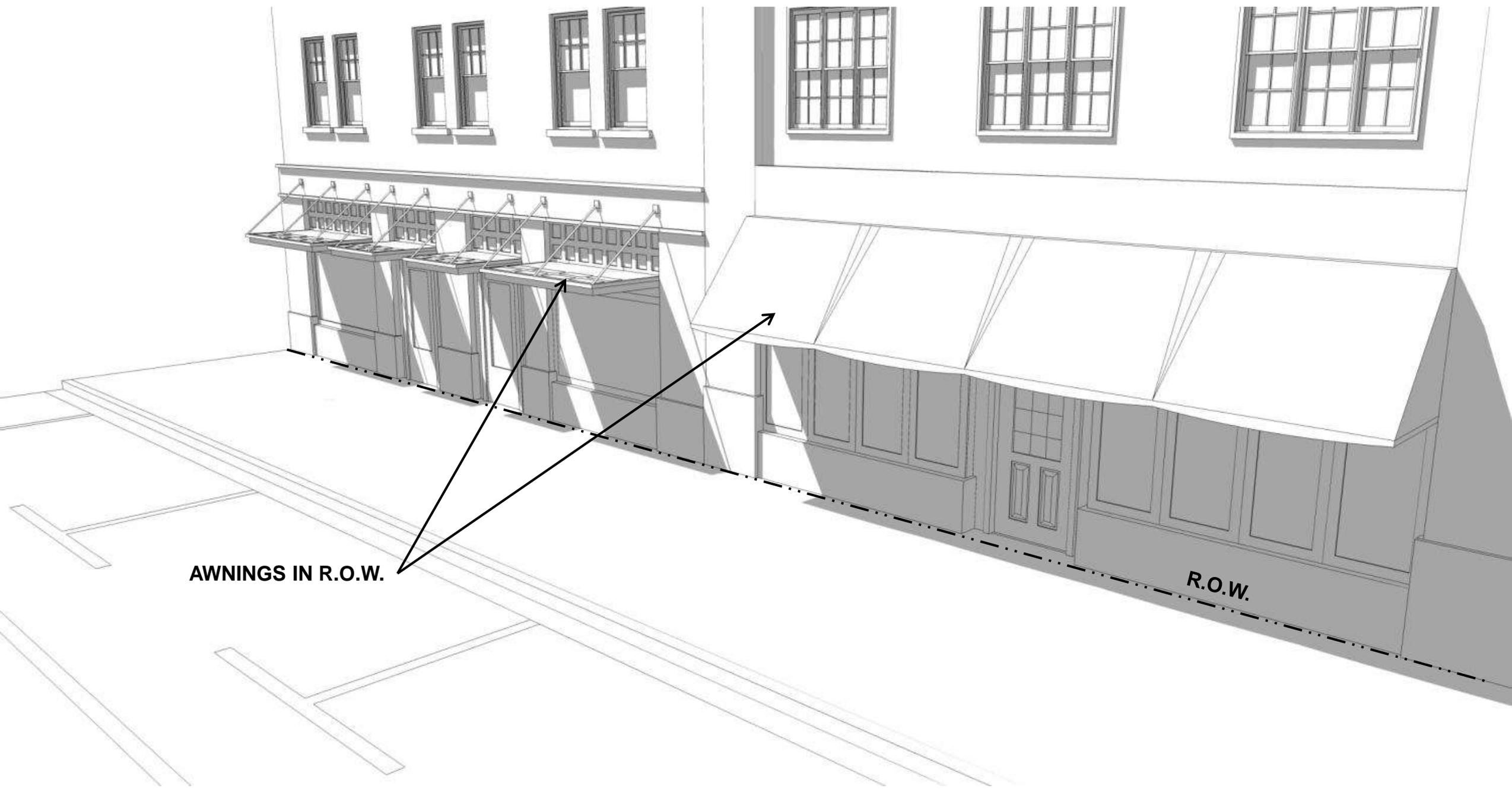
Main Gate – Hub (Core)



TREES IN R.O.W.

R.O.W.

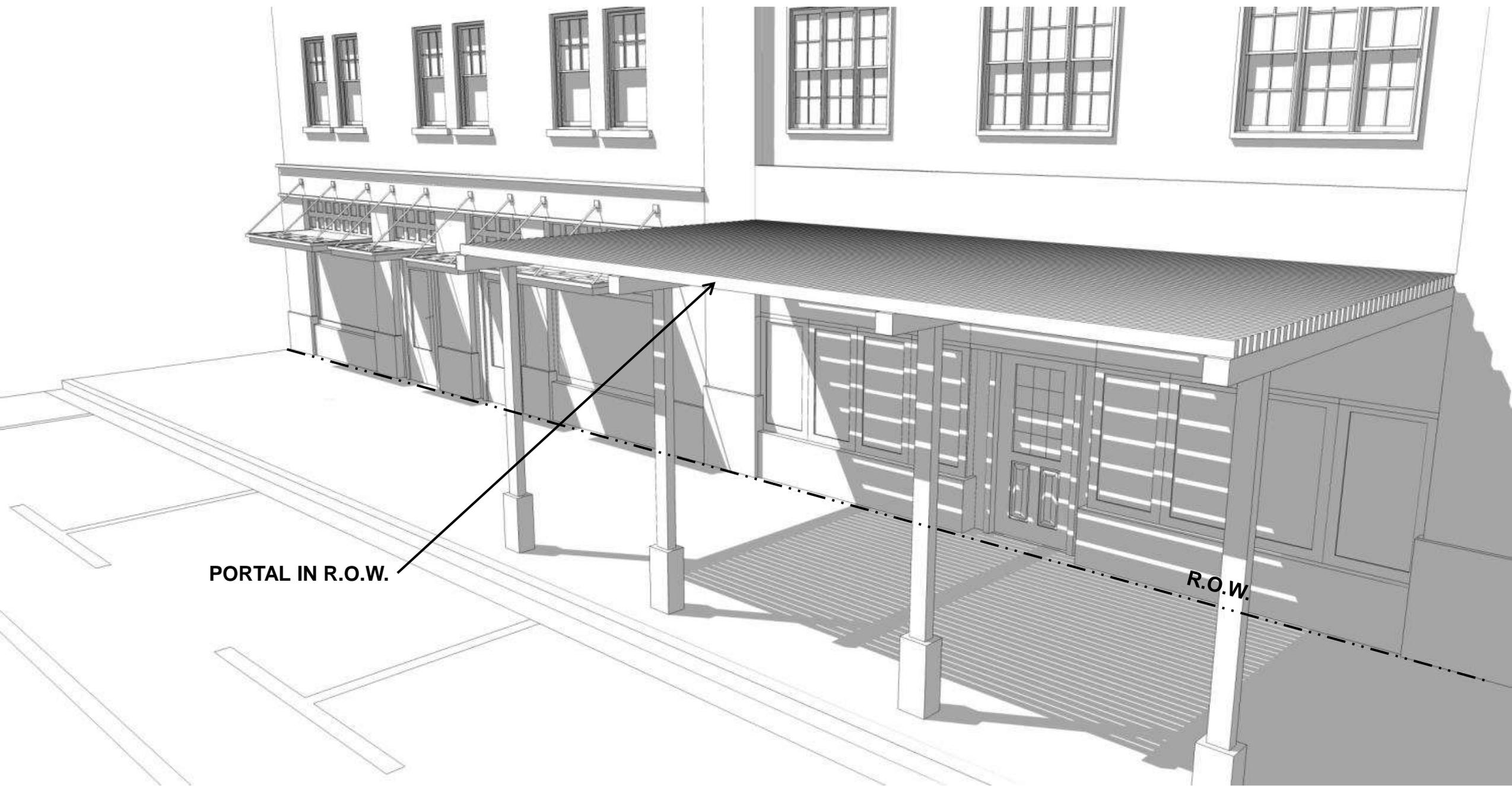
Shade - Trees



AWNINGS IN R.O.W.

R.O.W.

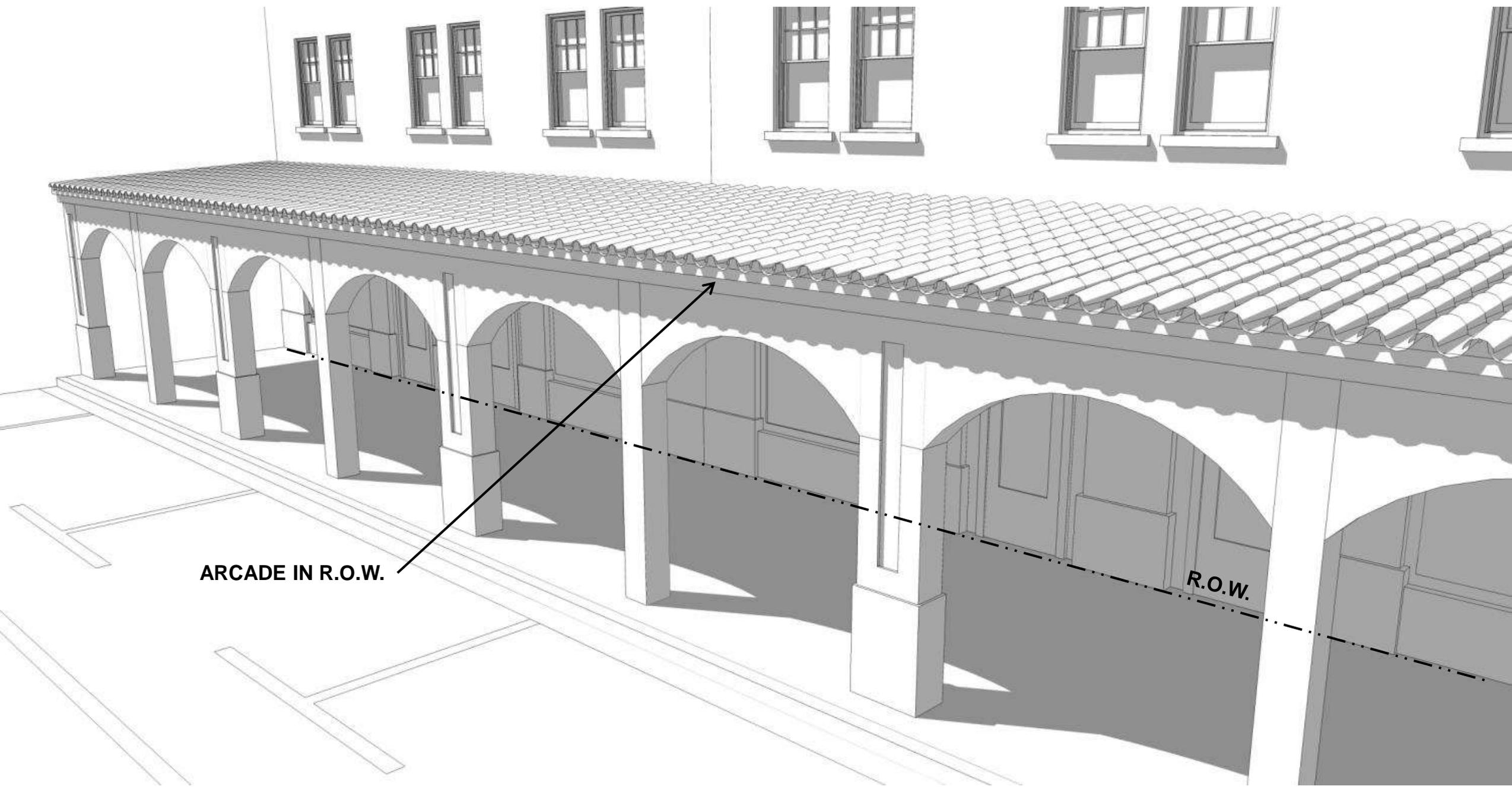
Shade – Awnings (Zero Lot Line)



PORTAL IN R.O.W.

R.O.W.

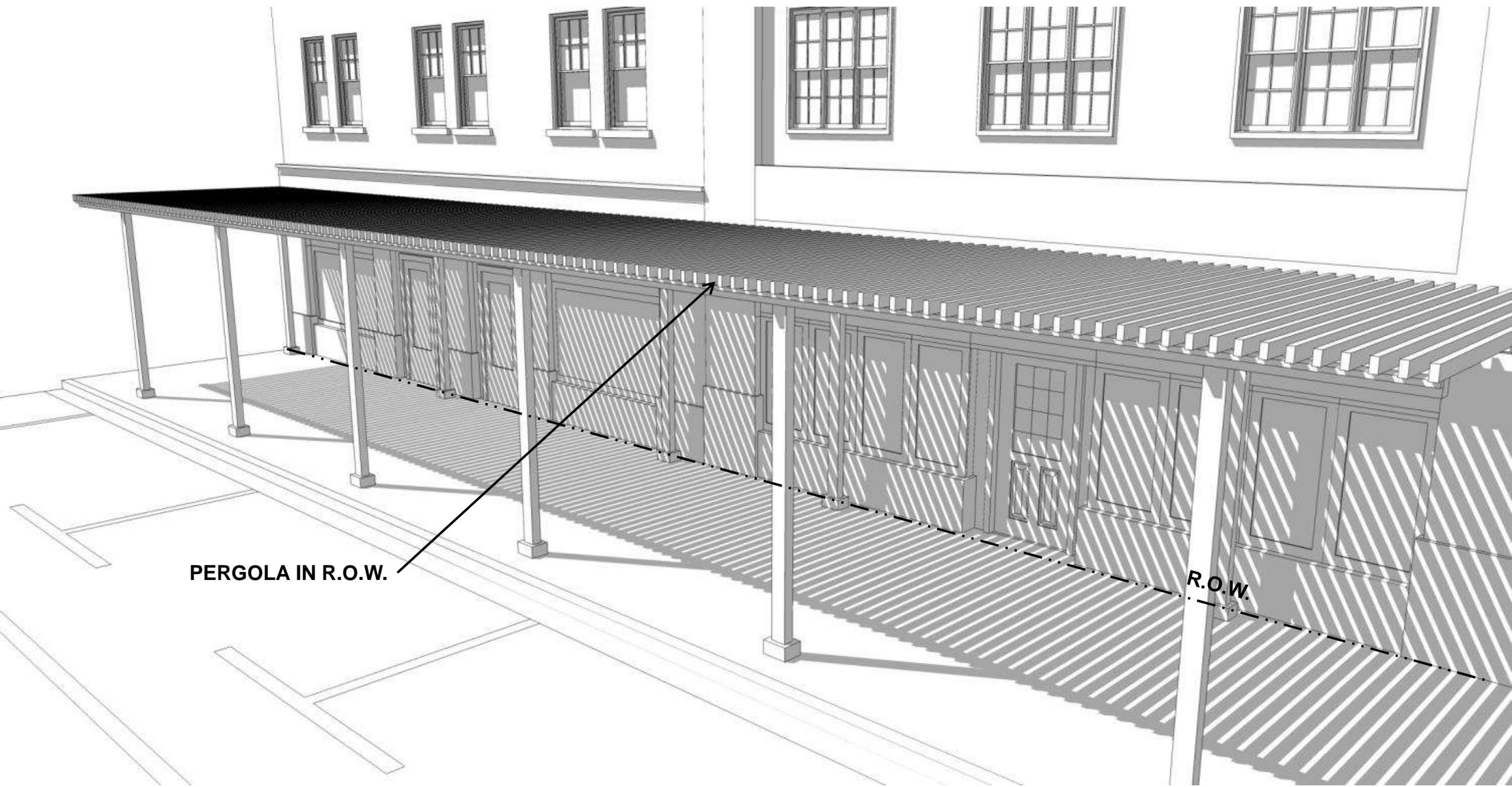
Shade – Pedestrian Portal (Zero Lot Line)



ARCADE IN R.O.W.

R.O.W.

Shade – Arcade (Zero Lot Line)



Shade – Free Standing Pergola (Zero Lot Line)



CONTEMPORARY
FIXTURE OPTIONS
(CODE COMPLIANCE TBD)



CONTEMPORARY
BROWN LIGHT
IN NON HISTORIC LOCATIONS

CONTEMPORARY
GREEN LIGHT
IN NON HISTORIC LOCATIONS

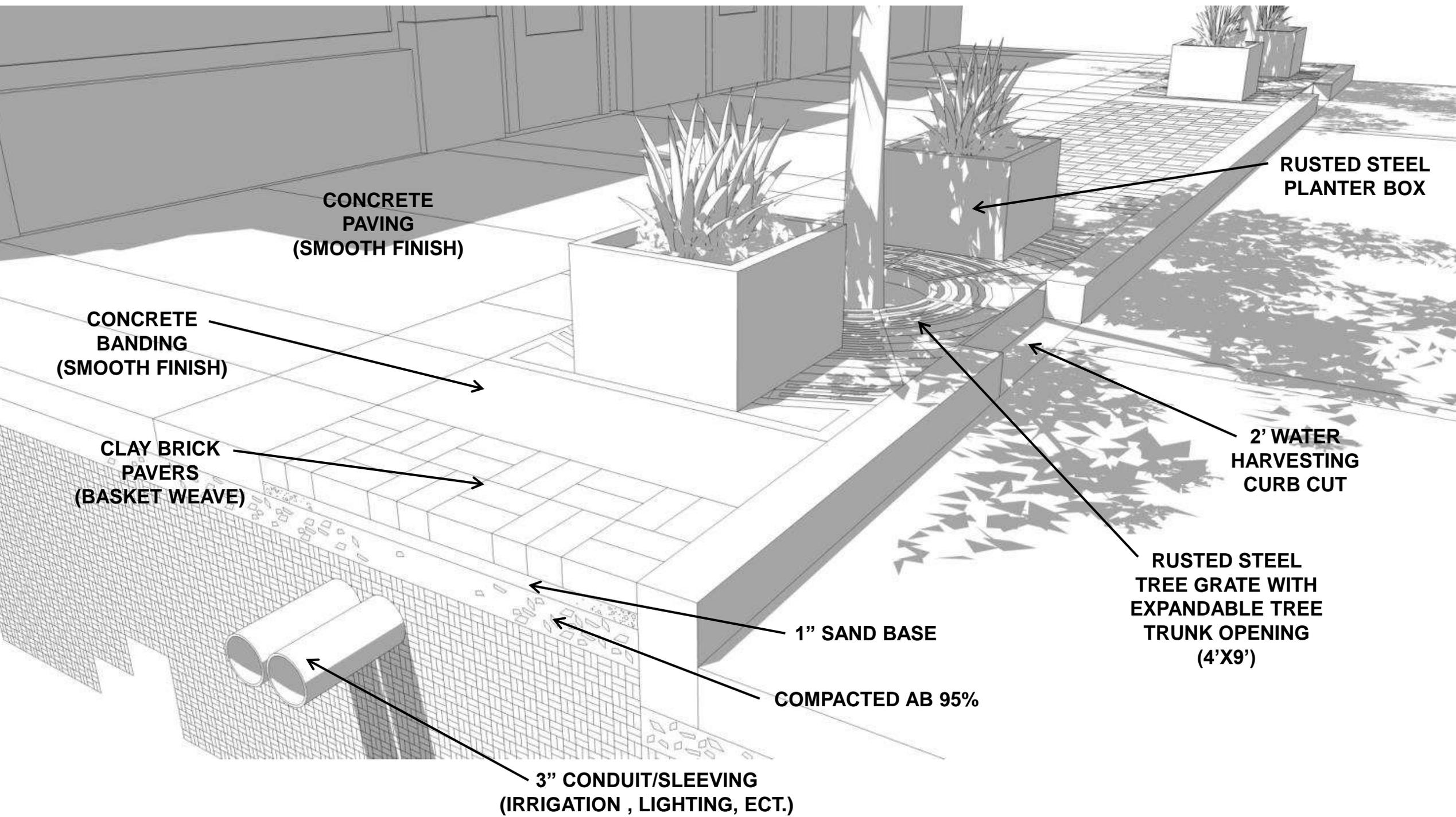
HISTORIC GLOBE
IN HISTORIC
GLOBE LOCATIONS

CONTEMPORARY GLOBE
IN HISTORIC
GLOBE LOCATIONS

HISTORIC ACORN
IN HISTORIC
ACORN LOCATIONS

LANERN
IN HISTORIC
ACORN LOCATIONS

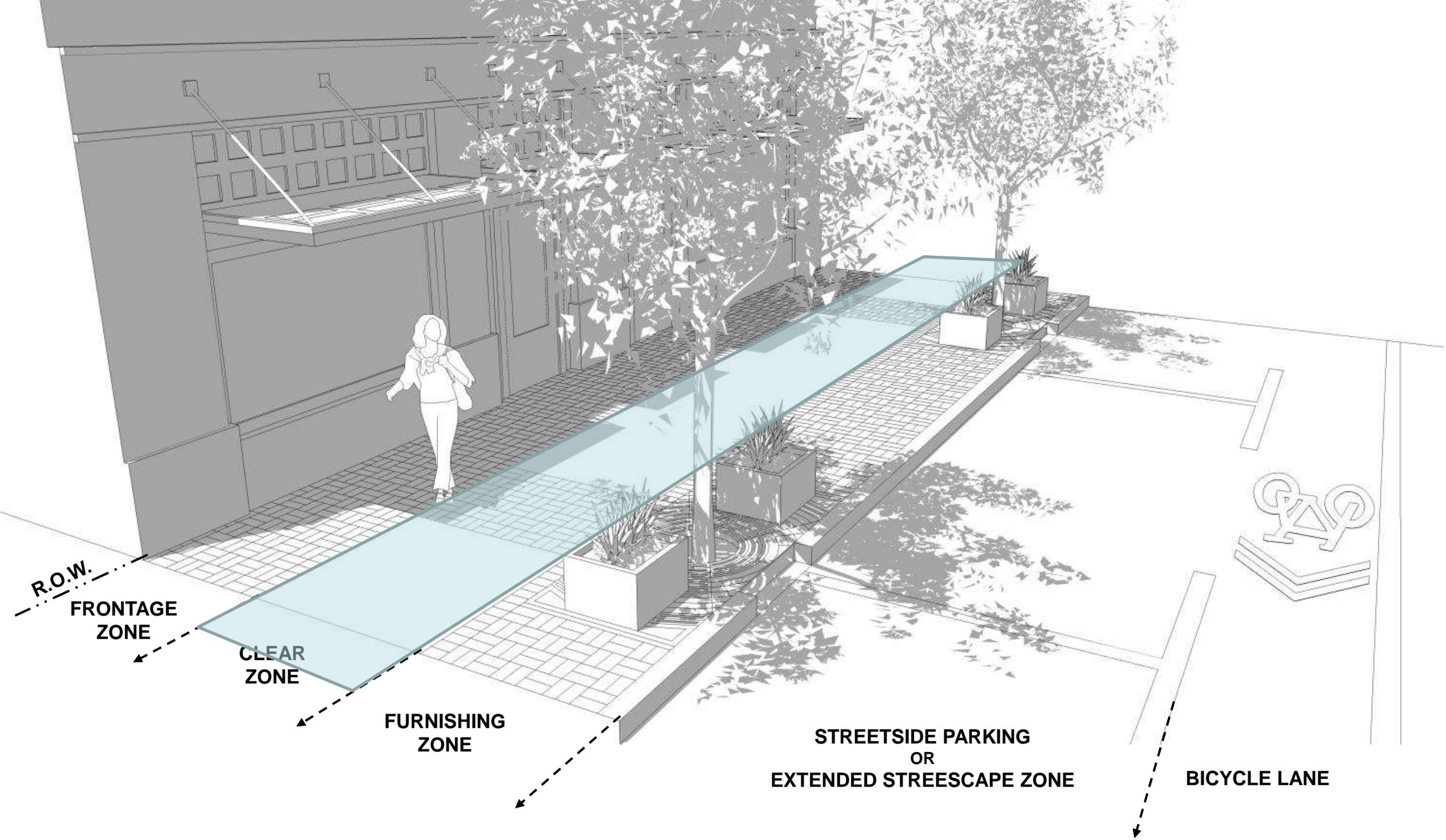
Pedestrian Street Lighting Alternatives



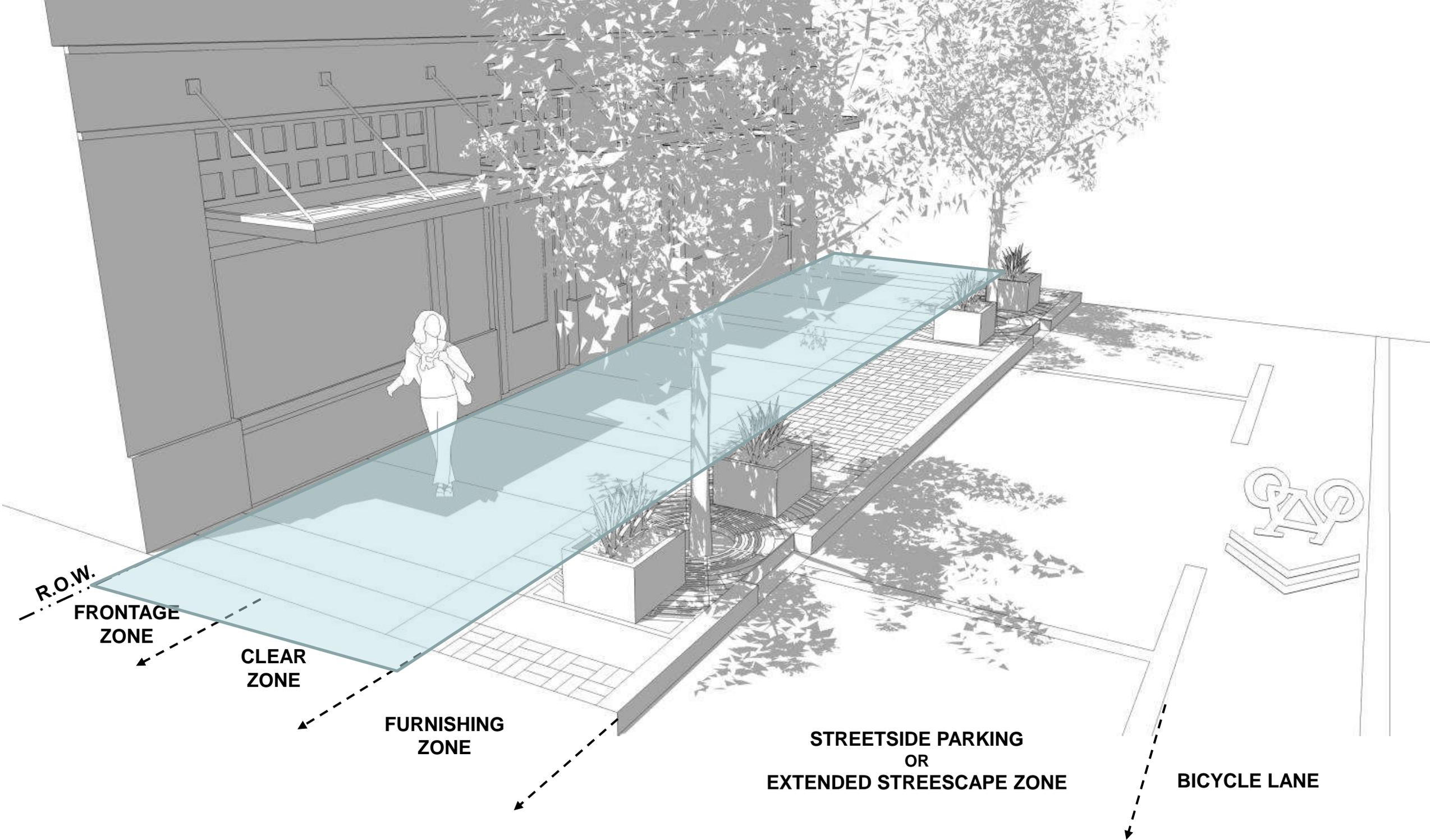
Street Tree Grate and Planting Detail

HARDSCAPE TYPES

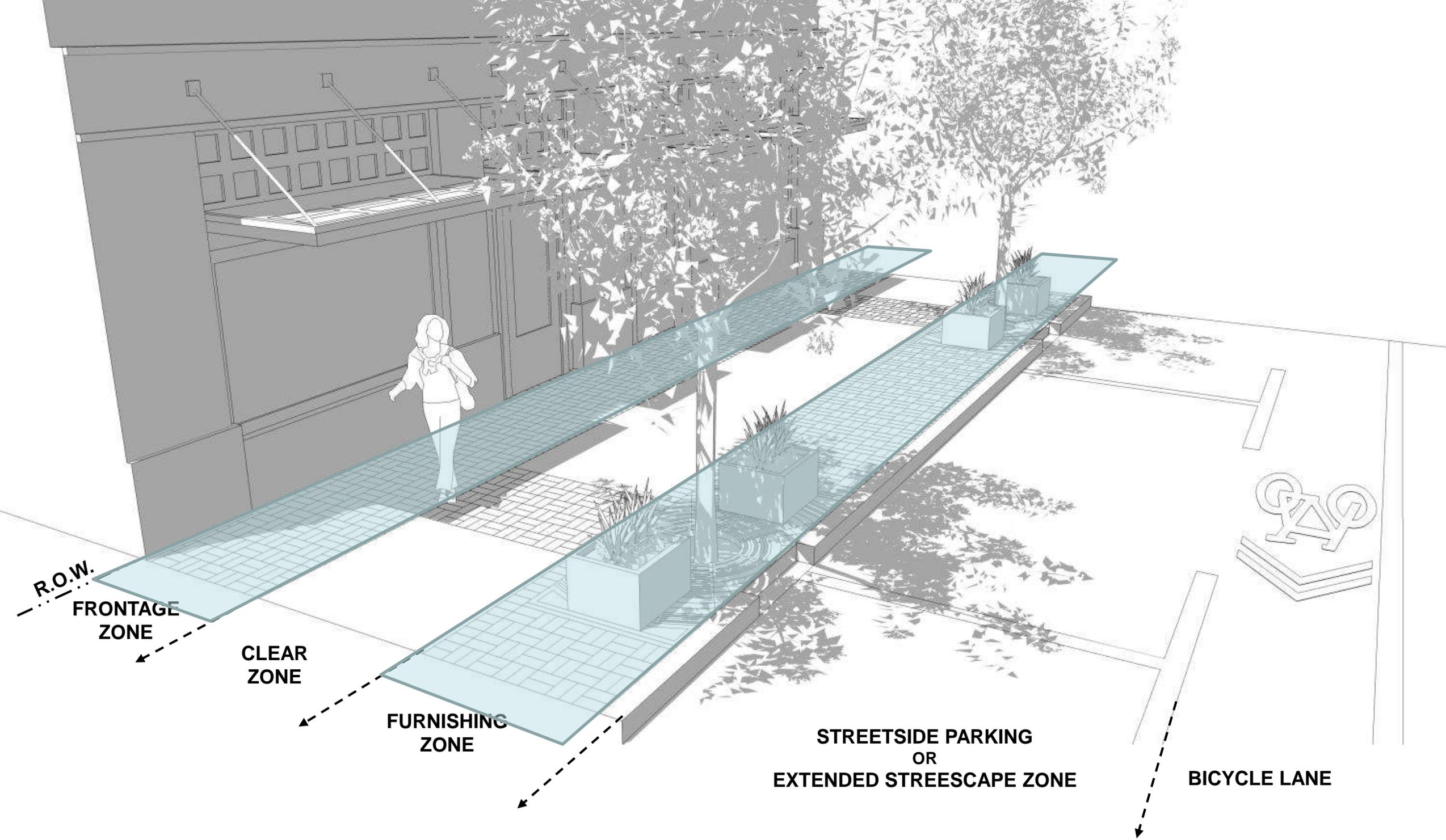
- Historic and Established Use/Context
- Concrete
 - Treatments – Grey, Colored, Broom, Salt, Exposed Aggregate, etc.
 - Location – Corners and Adjacent to Building (Frontage Zone)
- Pavers
 - Red Brick Pavers – Patterns, Finishes, etc.
 - Concrete Pavers – Colors, Patterns, etc.
 - Location – Curbside (Furnishing Zone)



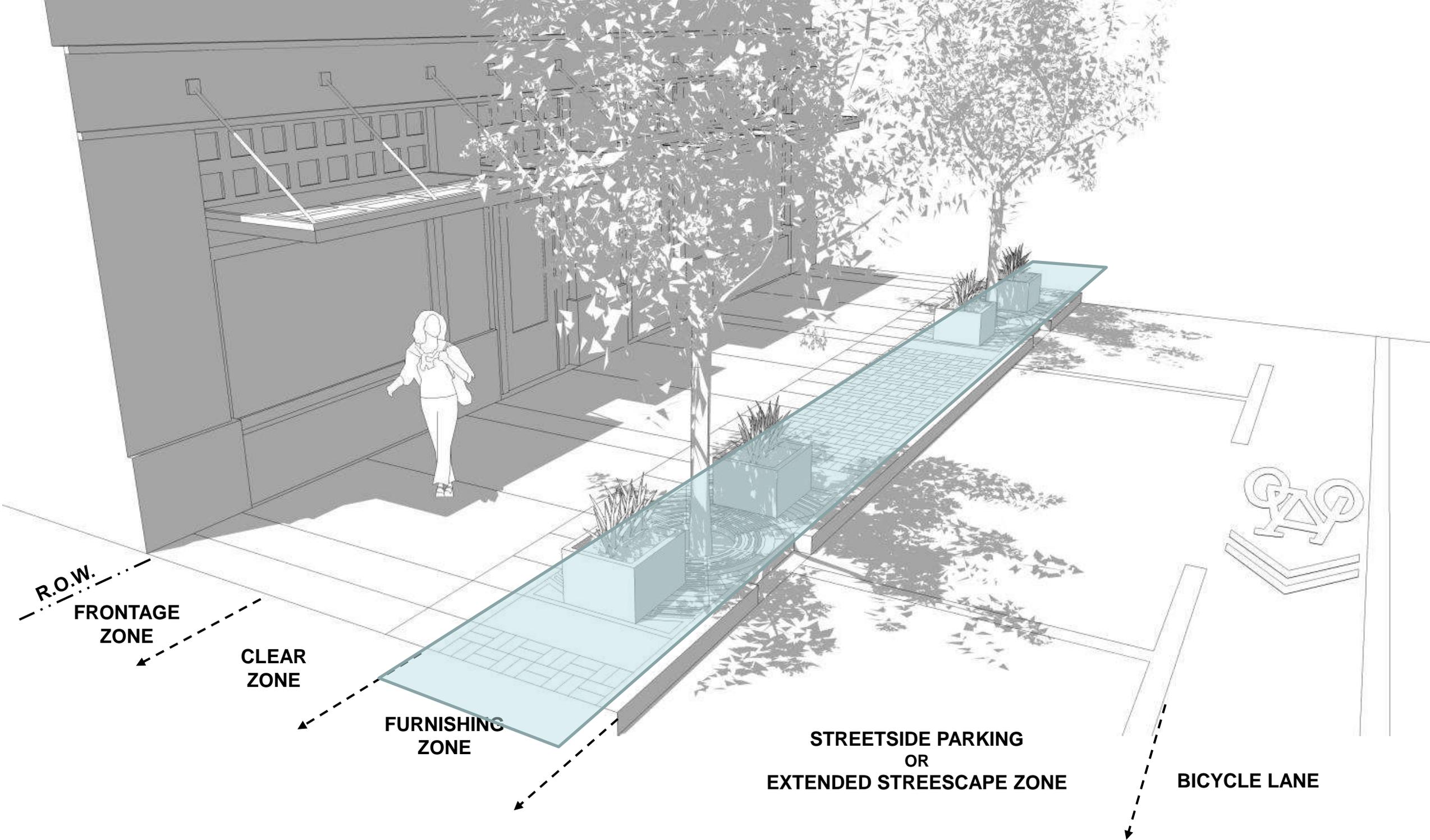
Concrete and Pavers in Streetscape



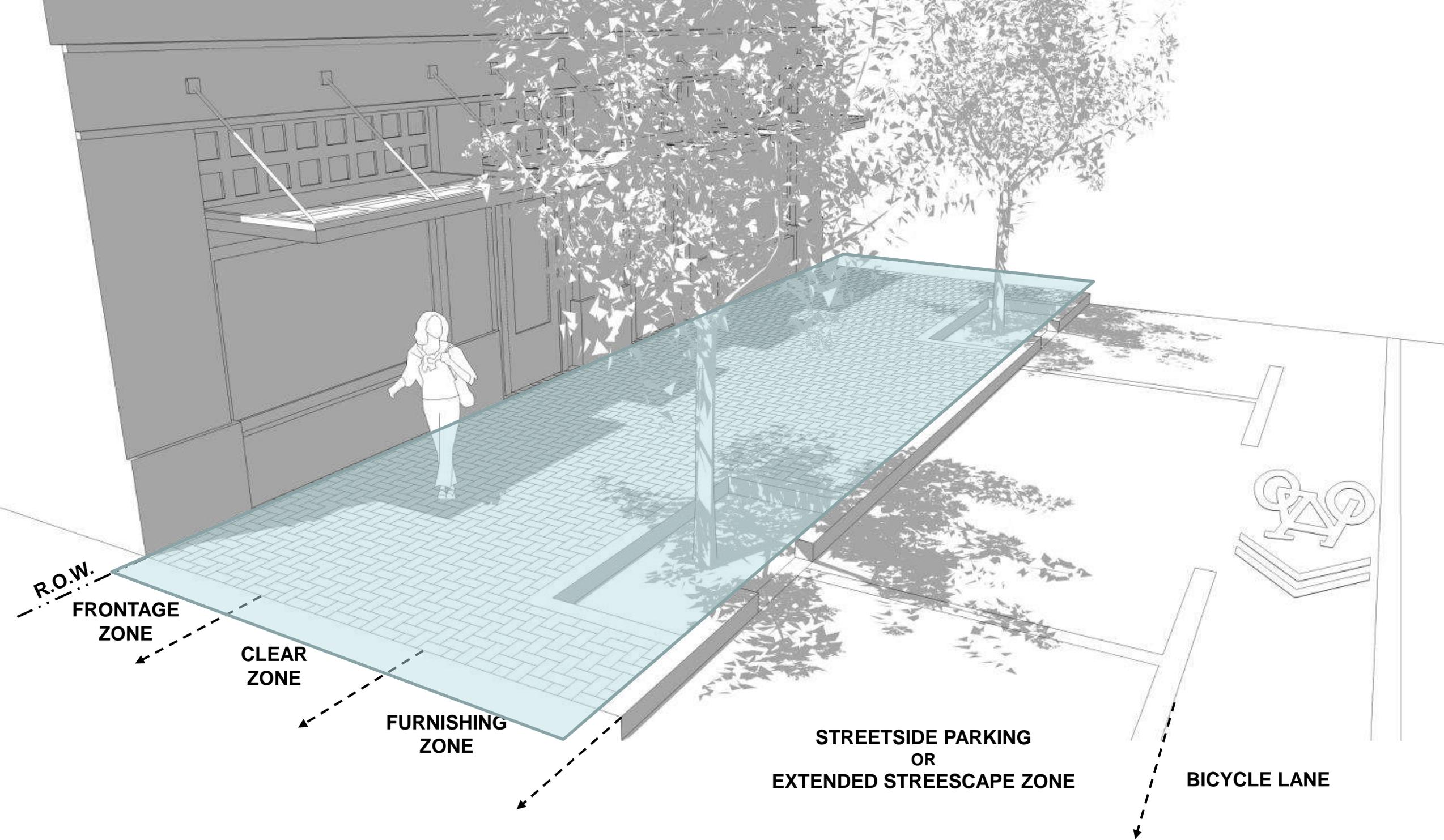
Concrete and Pavers in Streetscape



Concrete and Pavers in Streetscape



Concrete and Pavers in Streetscape



Concrete and Pavers in Streetscape

TREE SPECIES		HEIGHT	WIDTH	WATER USE	HARDINESS	HABIT	TRUNK	ADWR
ACACIA SALICINA	WILLOW ACACIA	40	30	LOW-MODERATE	SEMI	WEeping	SINGLE	YES
BRACHYCHITON POPULNEUS	BOTTLE TREE	45	30	LOW-MODERATE	HARDY	ERECT	SINGLE	YES
CELTIS RETICULATA	NET LEAF HACKBERRY	30	30	MODERATE	HARDY	TWISTED CANOPY	SINGE	YES
CHILOPSIS LINEARIS	DESERT WILLOW	25	25	MODERATE	HARDY	WEeping	SINGLE/MULTI	YES
DALBERGIA SISSOO	INDIAN ROSEWOOD	40	30	MODERATE	HARDY	ROUND CANOPY	SINGLE	NOT LISTED
EUCALYPTUS CAMALDULENSIS	RED GUM	100	40	MODERATE	HARDY	ERECT	SINGLE	YES
EUCALYPTUS PAPUANA	GHOST GUM	50	30	LOW-MODERATE	SEMI	ERECT	SINGLE	YES
FRAXINUS VELUTINA 'FAN TEX'	FAN TEX ASH	40	40	MODERATE	HARDY	ROUND CANOPY	SINGLE	NOT LISTED
PARKINSONIA PRAECOX	PALO BREA	30	25	LOW-MODERATE	SEMI	VASE	SINGLE/MULTI	YES
PARKINSONIA FLORIDA	BLUE PALO VERDE	30	30	LOW-MODERATE	HARDY	VASE	SINGLE/MULTI	YES
PARKINSONIA 'DESERT MUSEUM'	DESERT MUSEUM	30	30	LOW-MODERATE	HARDY	VASE	MULTI	YES
PARKINSONIA MICROPHYLLA	FOOTHILL PALO VERDE	20	20	LOW	HARDY	VASE	SINGLE/MULTI	YES
PARKINSONIA x SONORAE	SONORAN PALO VERDE	20	20	LOW	HARDY	VASE	SINGLE/MULTI	YES
PHOENIX CANARIENSIS	CANARY ISLAND PALM	60	30	LOW-MODERATE	HARDY	ERECT	SINGLE	YES
PHOENIX DACTYLIFERA	DATE PALM	100	20	LOW-MODERATE	HARDY	ERECT	SINGLE	YES
PISTACIA ATLANTICA x INTEGERRIMA	RED PUSH PISTACHE	35	35	MODERATE	HARDY	ROUND CANOPY	SINGLE	YES
PISTACIA CHINENSIS	CHINESE PISTACHE	50	40	MODERATE	HARDY	ROUND CANOPY	SINGLE	YES
PLATANUS ACERFOLIA	LONDON PLANE	60	40	MODERATE-AMPLE	HARDY	OPEN	SINGLE	NOT LISTED
PLATANUS WRIGHTII	ARIZONA SYCAMORE	50	40	MODERATE-AMPLE	HARY	OPEN	SINGLE	DENIED
PROSOPIS HYBRID	SOUTH AMERICAN MESQUITE	40	40	LOW-MODERATE	HARDY	OPEN CANOPY	SINGLE/MULTI	YES
PROSOPIS GLANDULOSA	TEXAS HONEY MESQUITE	30	30	LOW-MODERATE	HARDY	OPEN/WEeping	SINGLE/MULTI	YES
PROSOPIS VELUTINA	VELVET MESQUITE	30	30	LOW-MODERATE	HARDY	OPEN CANOPY	SINGLE/MULTI	YES
QUERCUS VIRGINIANA	LIVE OAK	50	50	MODERATE	HARDY	ROUND CANOPY	SINGLE	YES
ULMUS PUMILA	SIBERIAN ELM	40	40	MODERATE-AMPLE	HARDY	ROUND, OPEN	SINGLE	NOT LISTED
VITEX AGNUS CASTUS	MONKS PEPPER TREE	25	25	LOW-MODERATE	HARDY	VASE	MULTI	YES
WASHINGTONIA FILIFERA	CALIFONRIA FAN PALM	45	15	LOW-MODERATE	HARDY	ERECT	SINGLE	YES
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	75	10	LOW-MODERATE	SEMI	ERECT	SINGLE	YES

Potential Street Tree Species

		SINGLE TRUNK	SINGLE/MULTI TRUNK	MULTI TRUNK
SMALL			SONORAN PALO VERDE	MONKS PEPPER TREE
			FOOTHILL PALO VERDE	
			DESERT WILLOW	
MEDIUM		LIVE OAK	PALO BREA	DESERT MUSEUM
		NET LEAF HACKBERRY	BLUE PALO VERDE	
		RED PUSH PISTACHE	TEXAS HONEY MESQUITE	
		FAN TEX ASH	VELVET MESQUITE	
		WILLOW ACACIA		
		BOTTLE TREE		
		INDIAN ROSEWOOD 'SISSOO'		
		CALIFONRIA FAN PALM		
LARGE		ARIZONA SYCAMORE	SOUTH AMERICAN MESQUITE	
		LONDON PLANETREE		
		CHINESE PISTACHE		
		GHOST GUM		
		RED GUM		
		CANARY ISLAND PALM		
		DATE PALM		
		MEXICAN FAN PALM		

Potential Street Tree Species – Size and Form



City Partnerships and Funding Mechanisms for Streetscape

- City can pay for **some improvements** for the corridor, but nothing is currently funded
- City can facilitate formation of improvement districts to **share in the costs and benefits**
- Areas with **vision** in place likely to have **priority on CDBGs**
- Potential local partnerships** for local improvements—merchant associations and institutions
- City can **use new development to help pay for improvements**
- Use of possible/proposed **2014 Pima County Pedestrian Bond**



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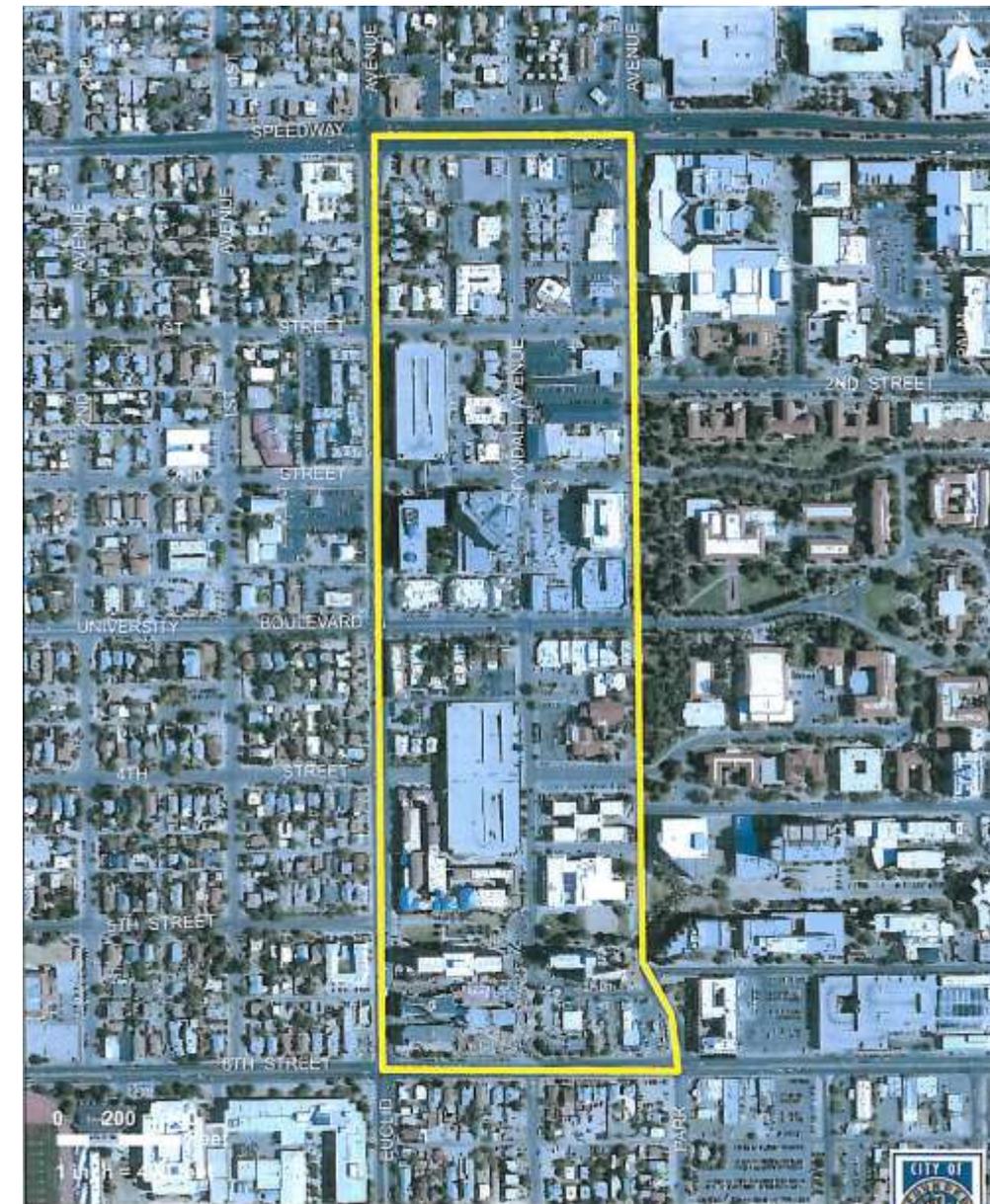


Regulatory/Land Use Recommendations



Main Gate Vision (Charrette):

Main Gate builds out as a vibrant, high quality, mixed-use district, protecting and incorporating the existing historic structures, with inviting, walkable streetscapes and an emphasis on alternative modes of transportation.



C9-12-01 Main Gate District (UOD)
2010 Aerial



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Development Strategy – Main Gate



Eastern Terminus Vision

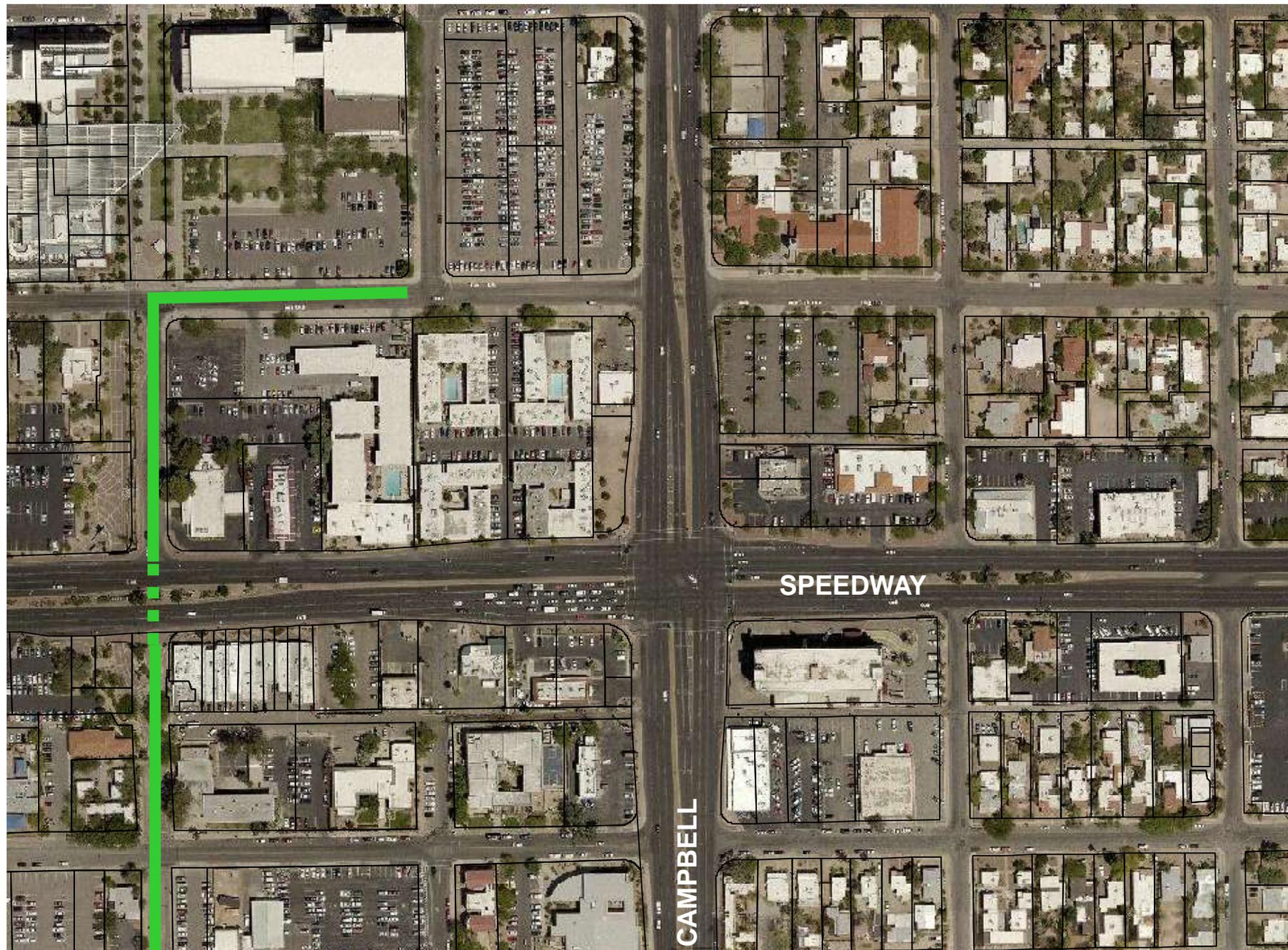
(Charrette):

Speedway and Campbell area develops as a UA eastern gateway, providing a high quality mixed-use urban environment that incorporates sustainable design elements, a network of urban open spaces, and access to variety of transportation modes.





Streetcar Land Use Plan Design Charrette Followup Meeting



Development Strategy – Campbell and Speedway



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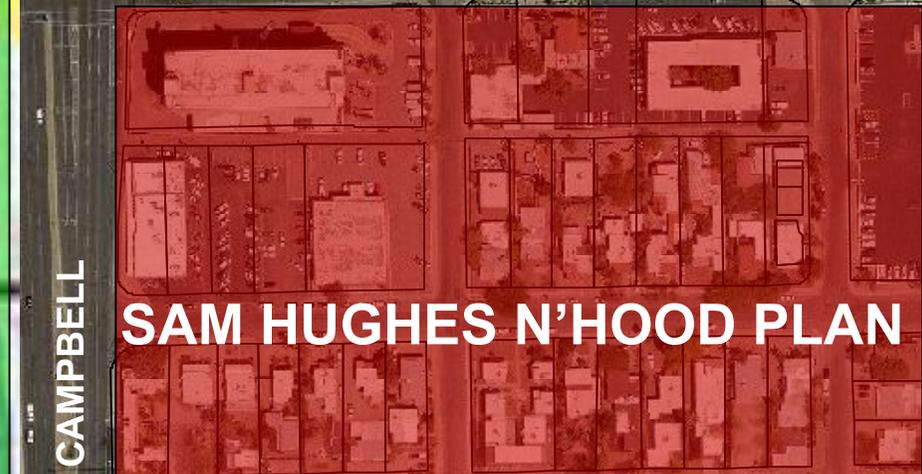
UA UNIVERSITY AREA PLAN



BLENMAN-ELM N'HOOD PLAN



SPEEDWAY



SAM HUGHES N'HOOD PLAN

CAMPBELL

Development Strategy – Campbell and Speedway



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THE UNIVERSITY OF ARIZONA COMPREHENSIVE CAMPUS PLAN UPDATE 2009

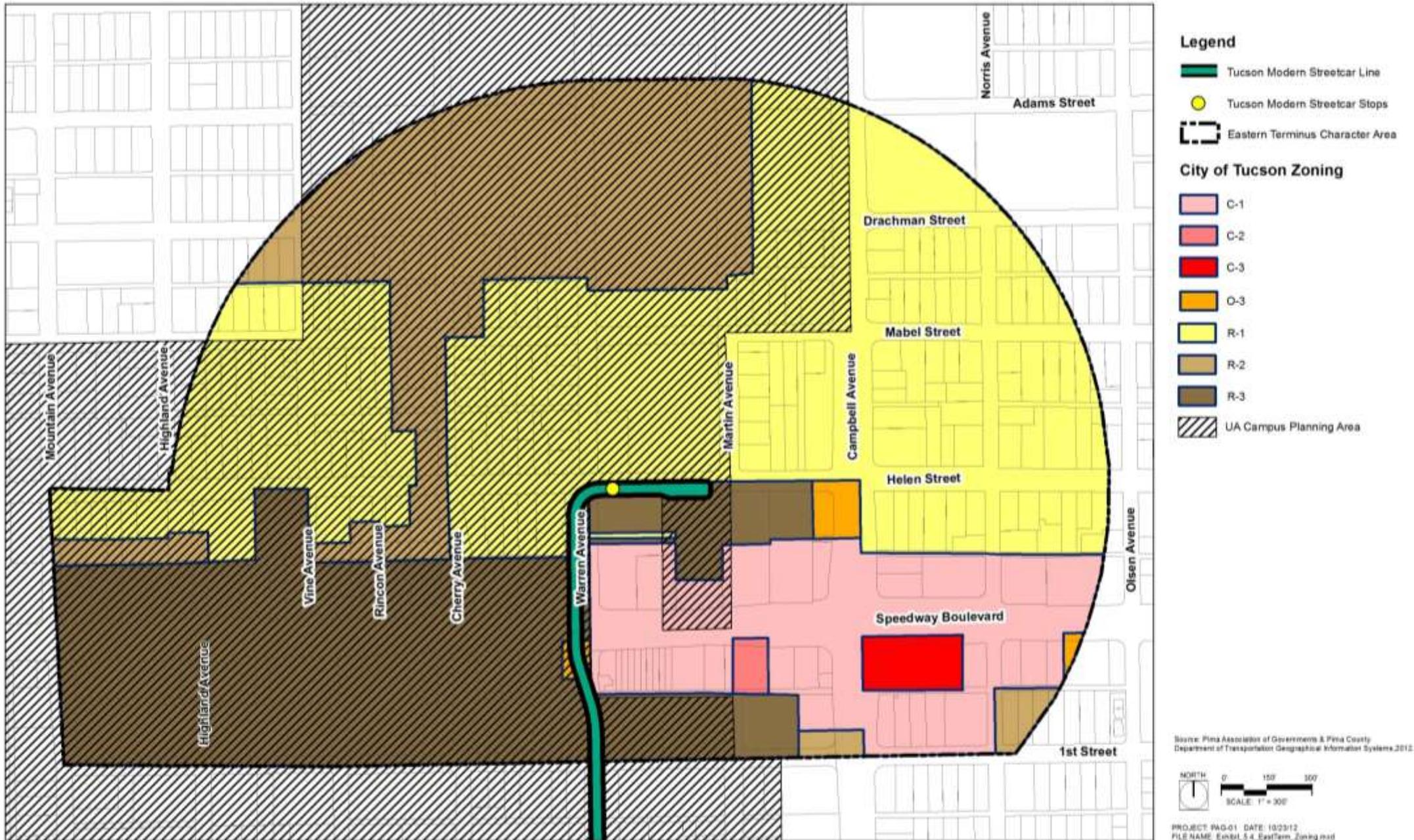
6. New multidisciplinary research and academic buildings surround quadrangles and courtyards replacing the previous plan's diagonal connection to the engineering quads. This plan allows for more efficient building layouts and greater flexibility to meet future needs;
7. The phase-one terminus of the Modern Streetcar is shown as a possible mixed-use development with office buildings and a major parking garage;
8. Mixed-use development planned as a possible public-private partnership on the corner of Speedway Boulevard and Campbell Avenue has been simplified in Update with a central parking garage; and,

There have been continuing conversations and an evolution of these concepts as the University of Arizona, various private property owners, and neighborhoods consider finance, respective needs and options.

Development Strategy – Campbell and Speedway



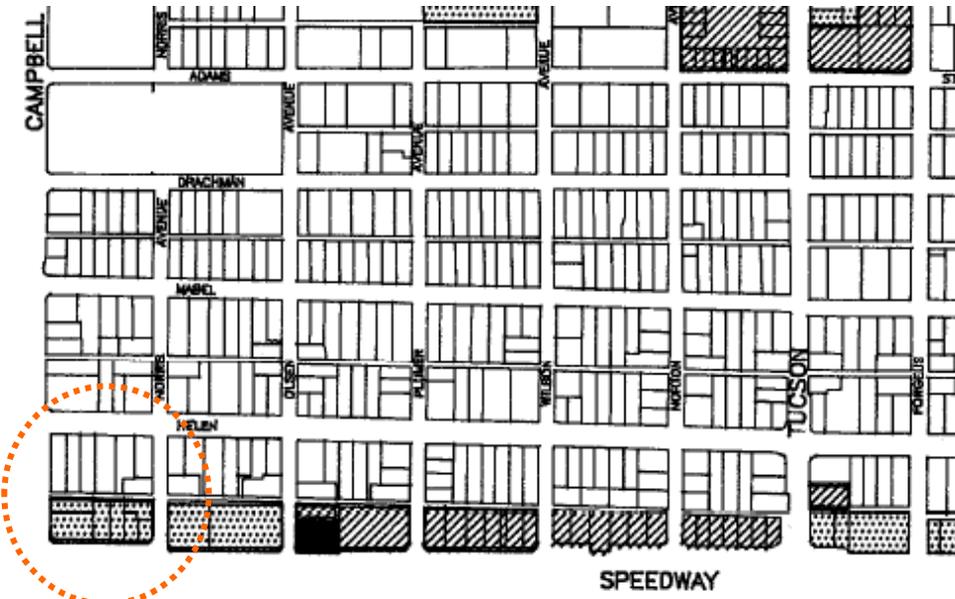
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Eastern Terminus – Zoning



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BLENMAN VISTA PLAN OFFICE/COMMERCIAL CONCEPT MAP

Legend



Office or Commercial Uses



Office Uses



Parking or Residential Uses



Parking or Office Uses

COMPATIBLE DESIGN

The Compatible Design policies have been developed to allow for new developments, while protecting and enhancing the character of the existing neighborhoods. The Blenman Vista plan area is characterized by older, single-family homes developed from the 1920s to 1950s. Neighborhood streetscapes reflect an eclectic array of architectural styles and a variety of mature vegetation.

The following Compatible Design policies are intended to help mitigate the potentially negative impacts of a more intense development abutting a lower density or less intense use and to ensure that new development does not contradict or adversely alter the neighborhood character. The policies should be used in conjunction with the proposed land use policies;

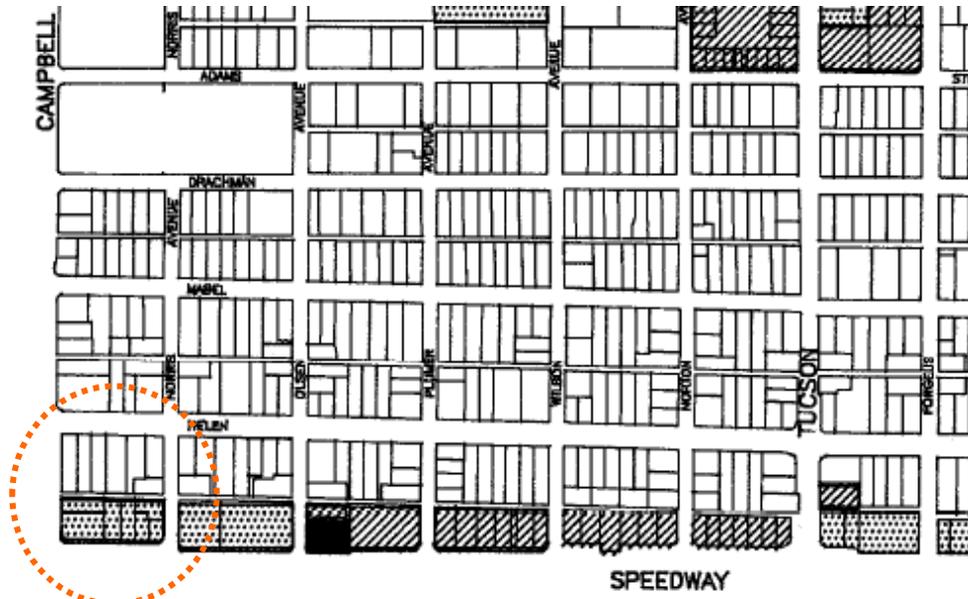
COMPATIBLE DESIGN GOAL: Ensure that new residential, office, and commercial developments are designed in a manner that is in harmony with existing adjacent land uses.

POLICY I: Design new developments to be compatible with existing adjacent land uses.

Regulatory Structure – Campbell and Speedway



Streetcar Land Use Plan Design Charrette Followup Meeting



BLENMAN VISTA PLAN **OFFICE/COMMERCIAL** **CONCEPT MAP**

Legend

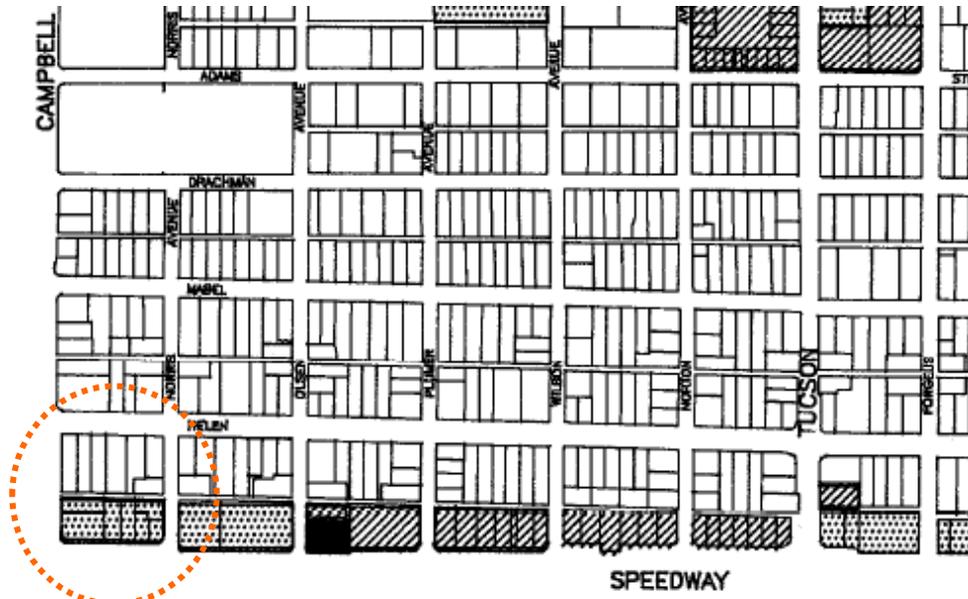
-  Office or Commercial Uses
-  Office Uses
-  Parking or Residential Uses
-  Parking or Office Uses

IMPLEMENTATION:

- A. Require a transition of building heights for new residential and non-residential development that is adjacent to existing, less intense uses.
- B. Require a transition of densities for new, higher density residential development adjacent to existing, lower density uses.
- C. When development involves higher intensity land uses, encourage the consolidation of parcels with common property lines to allow for adequate buffering of adjacent, less intense development.
- D. Locate balconies and windows in new developments so as to protect the privacy of adjacent residential uses.



Streetcar Land Use Plan Design Charrette Followup Meeting



BLENMAN VISTA PLAN OFFICE/COMMERCIAL CONCEPT MAP

Legend



Office or Commercial Uses



Office Uses



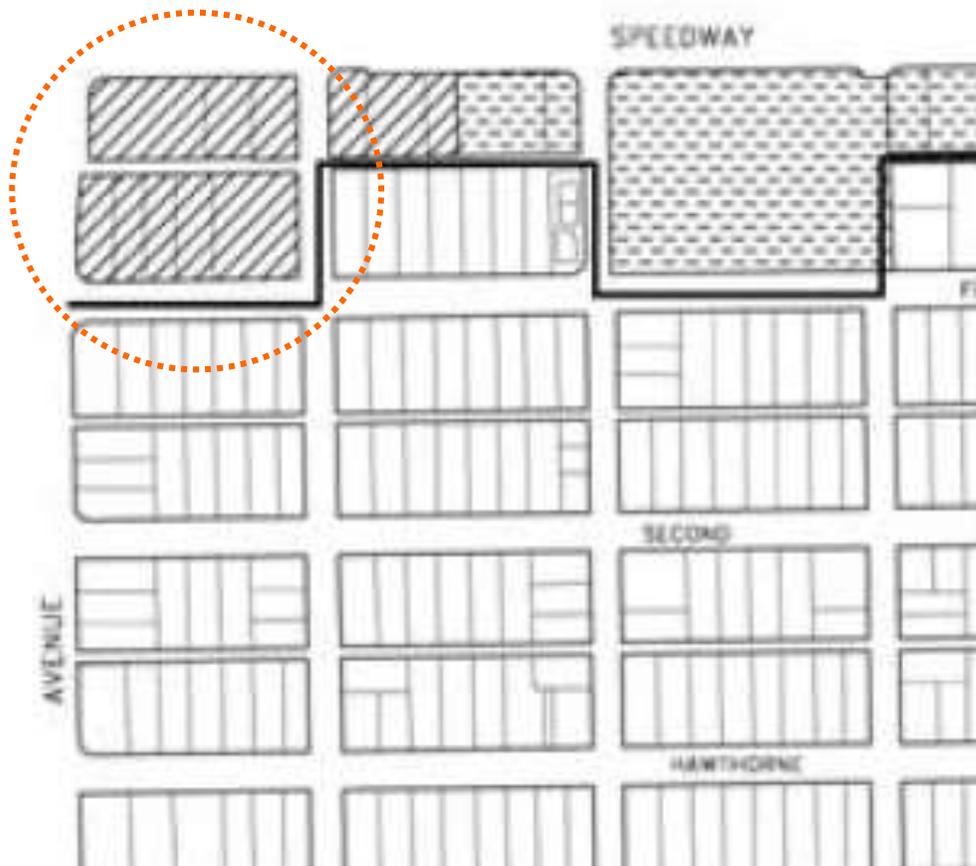
Parking or Residential Uses



Parking or Office Uses

- E. Encourage the use of drought-tolerant landscaping, including trees and understory vegetation that are proportional in scale with the building(s).
- F. If outdoor lighting is provided, require the use of lighting that is shielded or directed away from adjacent residential uses.
- G. Screen parking areas of more than four spaces from adjacent uses and from the street with decorative walls, earth berms, a dense screen of shrubs and canopy trees, or a combination of these design elements.
- H. Screen or enclose any outdoor storage areas or dumpsites from view of all streets and adjacent properties.
- I. Provide pedestrian walkways and bicycle paths in new developments that are integrated with public pedestrian and bicycle facilities.
- J. Encourage the blending of new developments with the existing character of the neighborhoods through the use of residentially scaled architectural details. Unbroken and structural and freestanding wall surfaces and heights should be discouraged.
- K. Encourage the siting of buildings to provide privacy, noise attenuation, and protection of view corridors for adjacent uses.
- L. Employ defensible space concepts in new residential and non-residential developments.
- M. Provide all required parking and vehicle maneuvering areas off-street.

Regulatory Structure – Campbell and Speedway



SAM HUGHES NEIGHBORHOOD PLAN

LEGEND



OFFICE



OFFICE/COMMERCIAL



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PLAN GOAL:

The goal of the *Plan* is to create a safe and enjoyable living environment and protect the integrity of the Sam Hughes Neighborhood. In order to accomplish this goal, it is proposed that the following actions be taken:

LAND USE

Recommendations for land use in the Sam Hughes neighborhood focus on maintaining the present residential aspect and integrity of the neighborhood. The residents of the Sam Hughes neighborhood recognize that development on vacant land will occur and strongly encourage that development design:

GOAL 1:

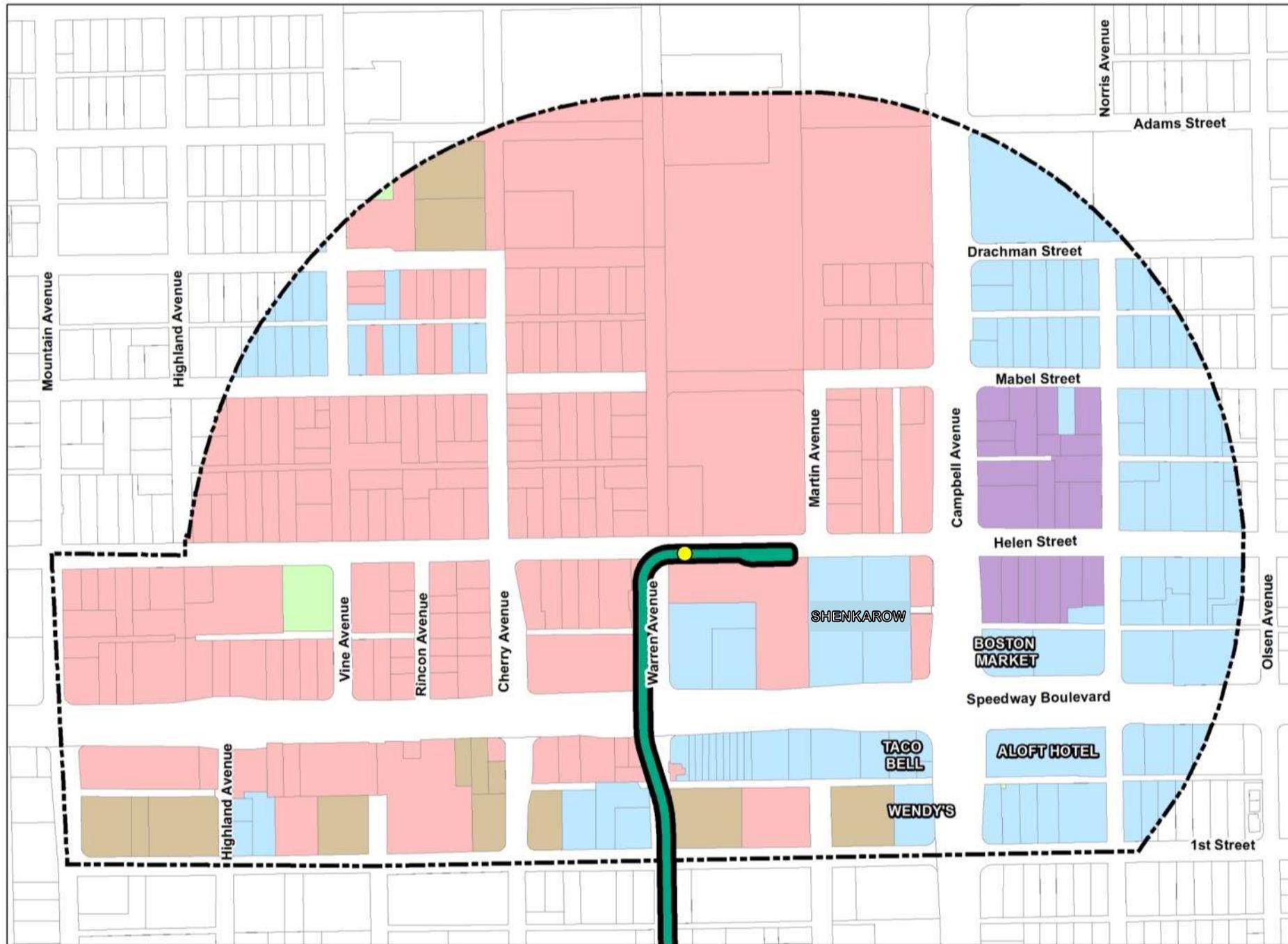
Maintain the quiet, single-family residential character of the Sam Hughes Neighborhood.

Policy 1:

Discourage rezoning of land which would allow densities higher than currently permitted under the existing R-1 zoning classification, except for those lots which access onto Speedway Boulevard and Broadway and at the intersections of Sixth Street and Tucson Boulevard and Sixth Street and Campbell Avenue. See Map 4 for proposed commercial node areas.



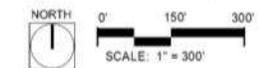
Streetcar Land Use Plan Design Charrette Followup Meeting



Legend

- Tucson Modern Streetcar Line
 - Tucson Modern Streetcar Stops
 - Eastern Terminus Character Area
- ### Major Property Owners
- Arizona Board of Regents
 - Fraternal Organizations
 - Our Saviors Evangelical Lutheran Church
 - Private
 - University of Arizona Foundation

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

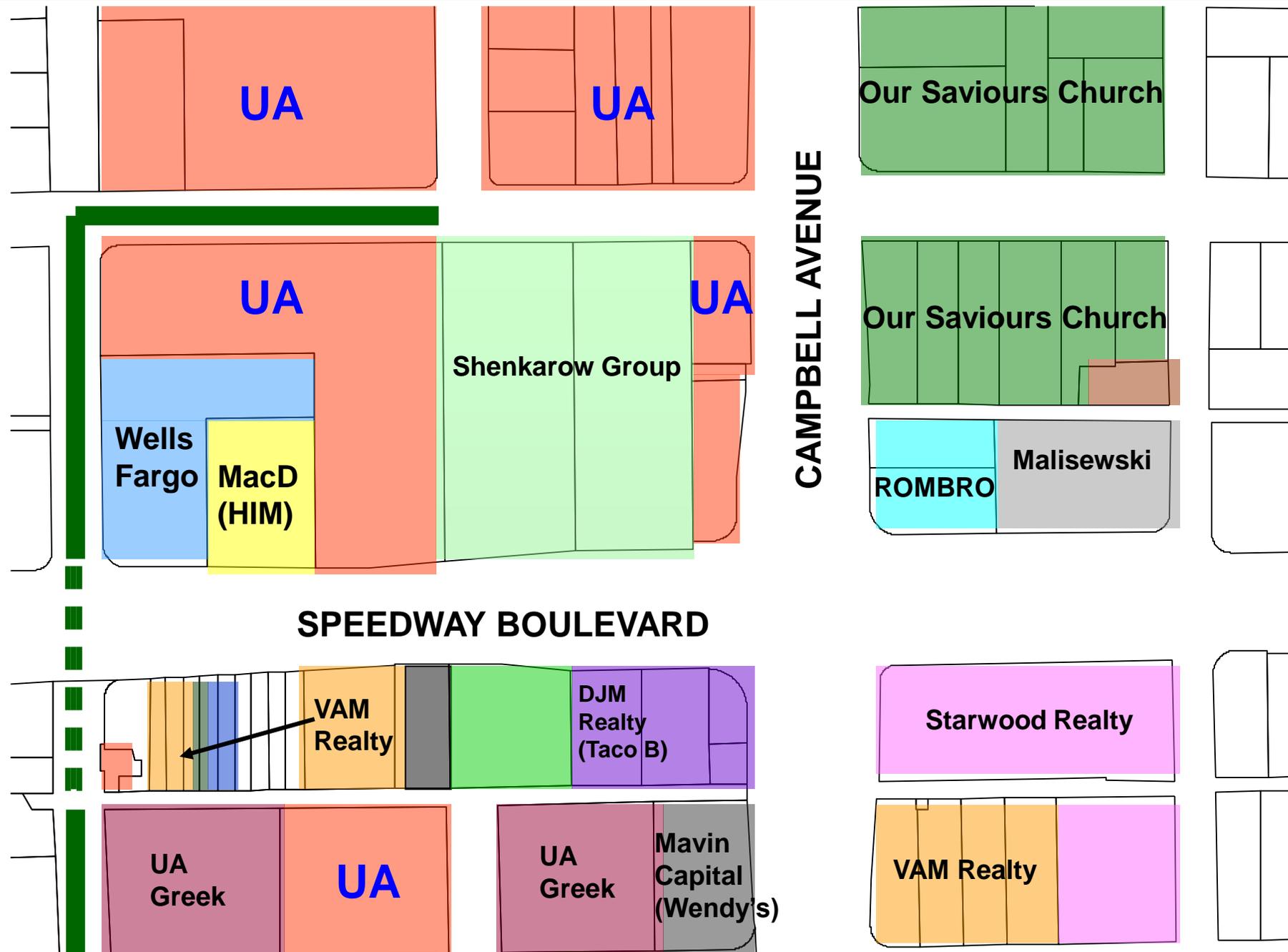


PROJECT: PAG-01 DATE: 08/09/13
FILE NAME: Exhibit_5.8b_PropOwnership_wLabels.mxd

Eastern Terminus – Ownership



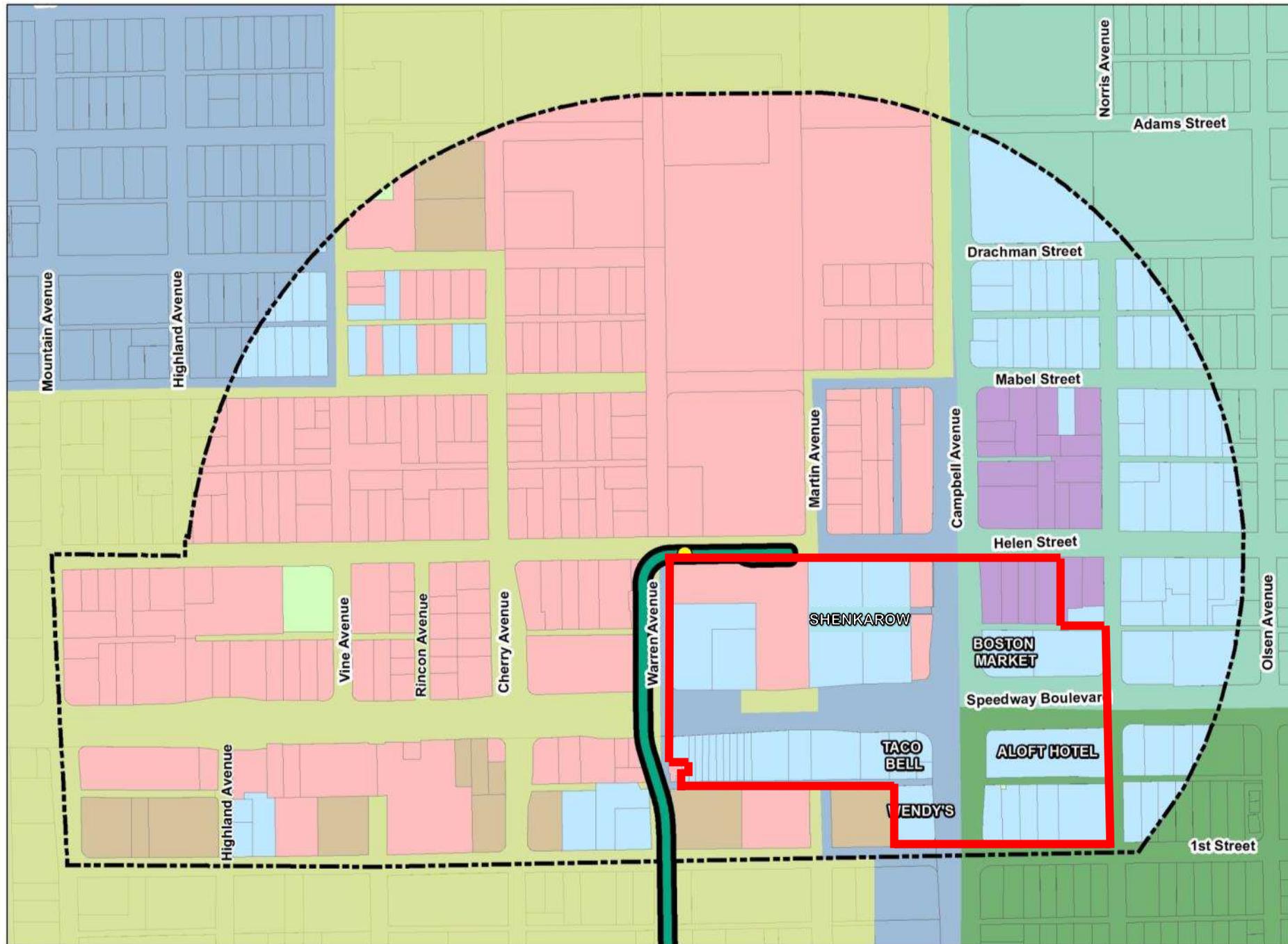
Streetcar Land Use Plan Design Charrette Followup Meeting



Ownership – Campbell and Speedway



Streetcar Land Use Plan Design Charrette Followup Meeting



Legend

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Eastern Terminus Character Area
- Major Property Owners**
- Arizona Board of Regents
- Fraternal Organizations
- Our Saviors Evangelical Lutheran Church
- Private
- University of Arizona Foundation
- University Area Plan
- Blenman-Elm Neighborhood Plan
- Sam Hughes Neighborhood Plan
- UA Campus Planning Area

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

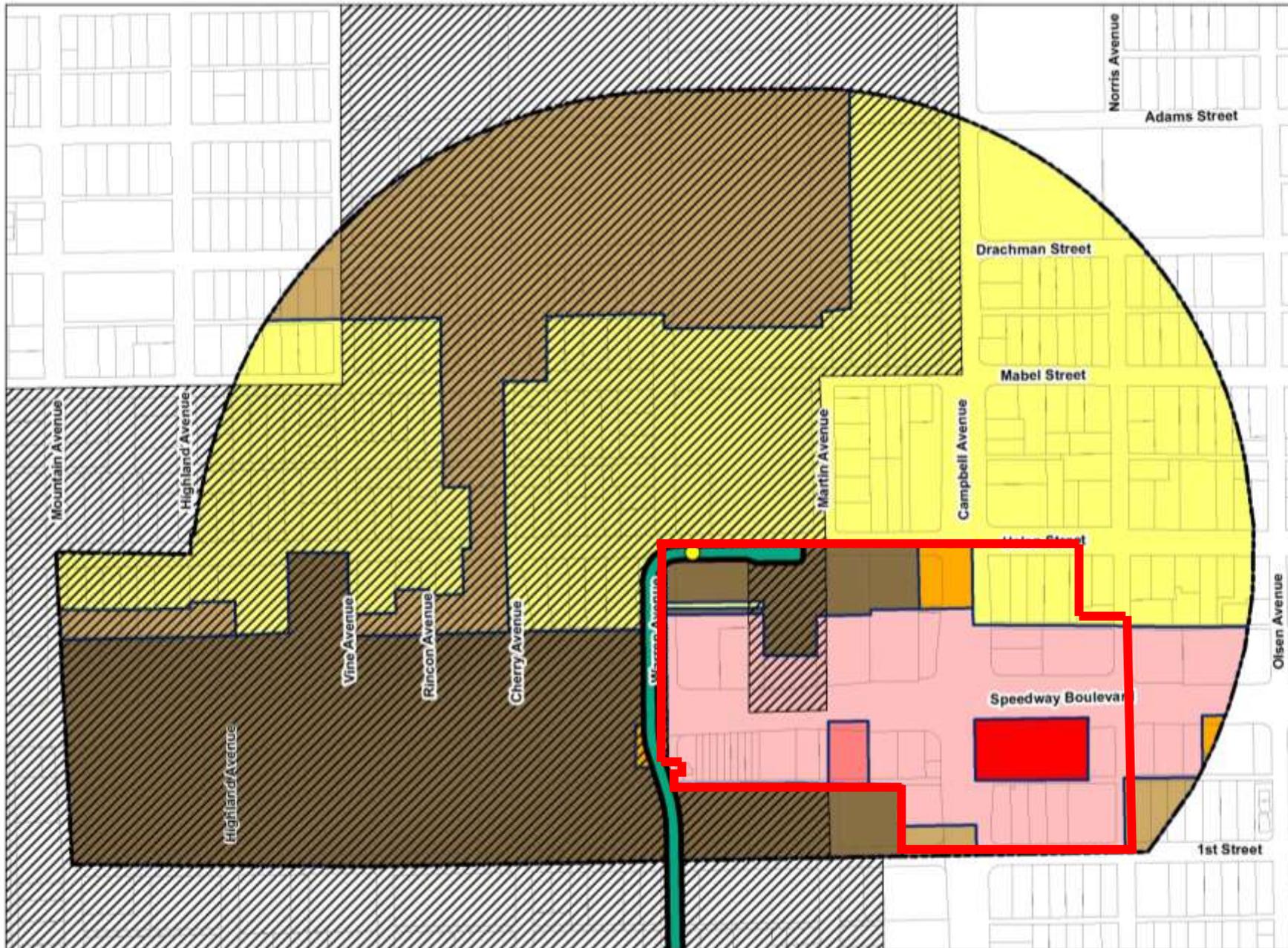


PROJECT: PAG-01 DATE: 08/09/13
FILE NAME: Exhibit_5.11_Ownership_wCampusPigArea.mxd

Eastern Terminus – Special Area Policy



Streetcar Land Use Plan Design Charrette Followup Meeting



Legend

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Eastern Terminus Character Area

City of Tucson Zoning

- C-1
- C-2
- C-3
- O-3
- R-1
- R-2
- R-3
- UA Campus Planning Area

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



PROJECT: PAG-01 DATE: 10/23/12
FILE NAME: EmbL5_4_EastTerm_Zoning.mxd

Eastern Terminus – Ownership

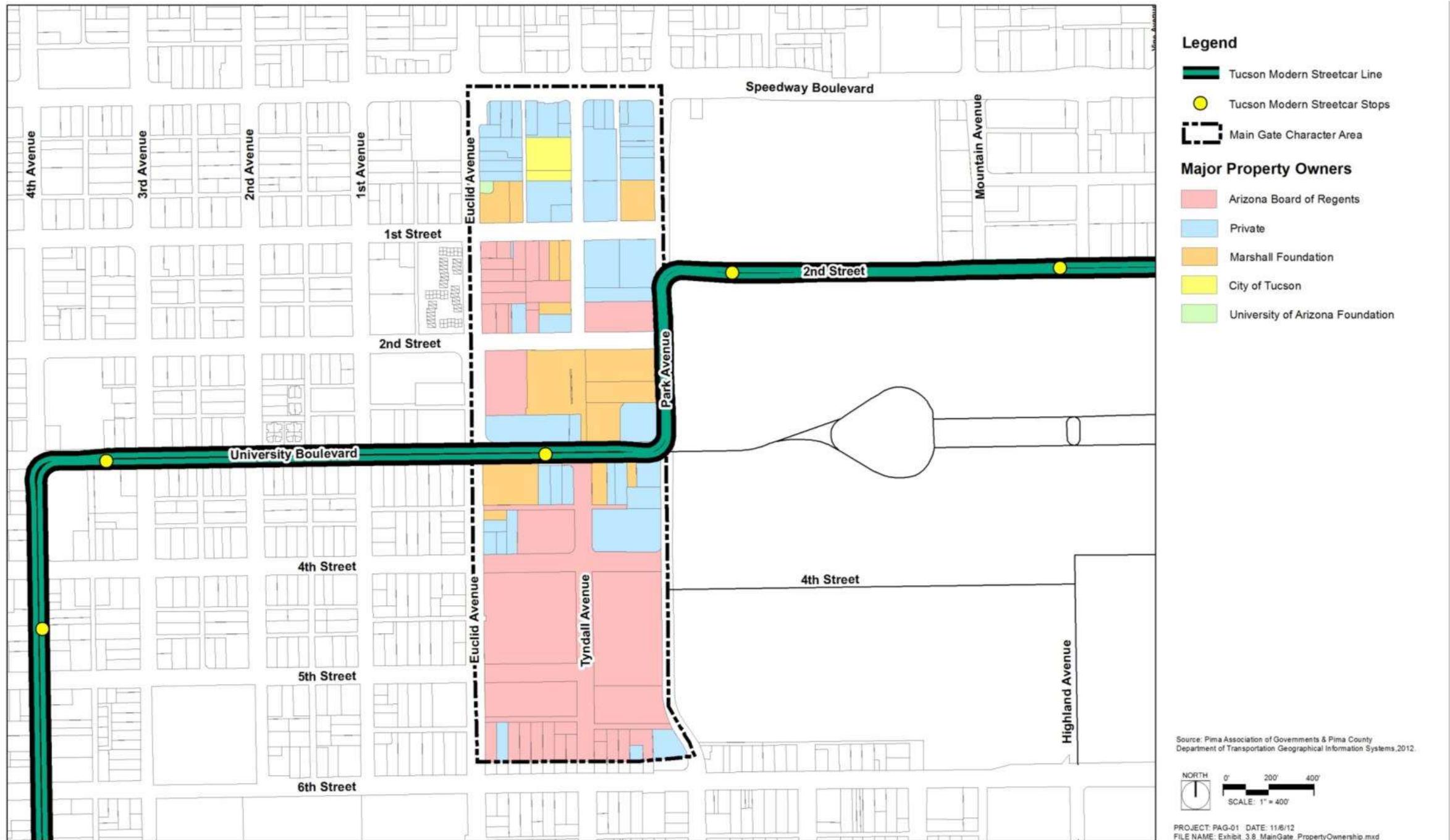
NEXT STEPS:

1. Investigate UDC text amendment needed to enable a “Special Area Policy” to amend adjoining Neighborhood/Area Plans (Sam Hughes, Blenman Vista, UA Area, UA Campus Comprehensive). A “Special Area Policy” = a consensus amendment to “set the table” for desired development PAD.
2. Work with UA, all land-owners, adjoining neighborhoods, and Ward 6 to develop a first draft “Special Area Policy” document for the Speedway and Campbell intersection to carry out the high quality, mixed-use, transit-oriented, urban gateway vision. Address parking issues, bicycle park-and-ride, a network of urban open spaces connecting to UA and adjacent neighborhoods, and sustainable features.
3. If agreement exists in concept, pursue the “Special Area Policy” / simultaneous Plan(s) Amendment through the prescribed public process.





Streetcar Land Use Plan Design Charrette Followup Meeting



Main Gate – Property Ownership



Streetcar Land Use Plan Design Charrette Followup Meeting



Allowable Heights – Main Gate



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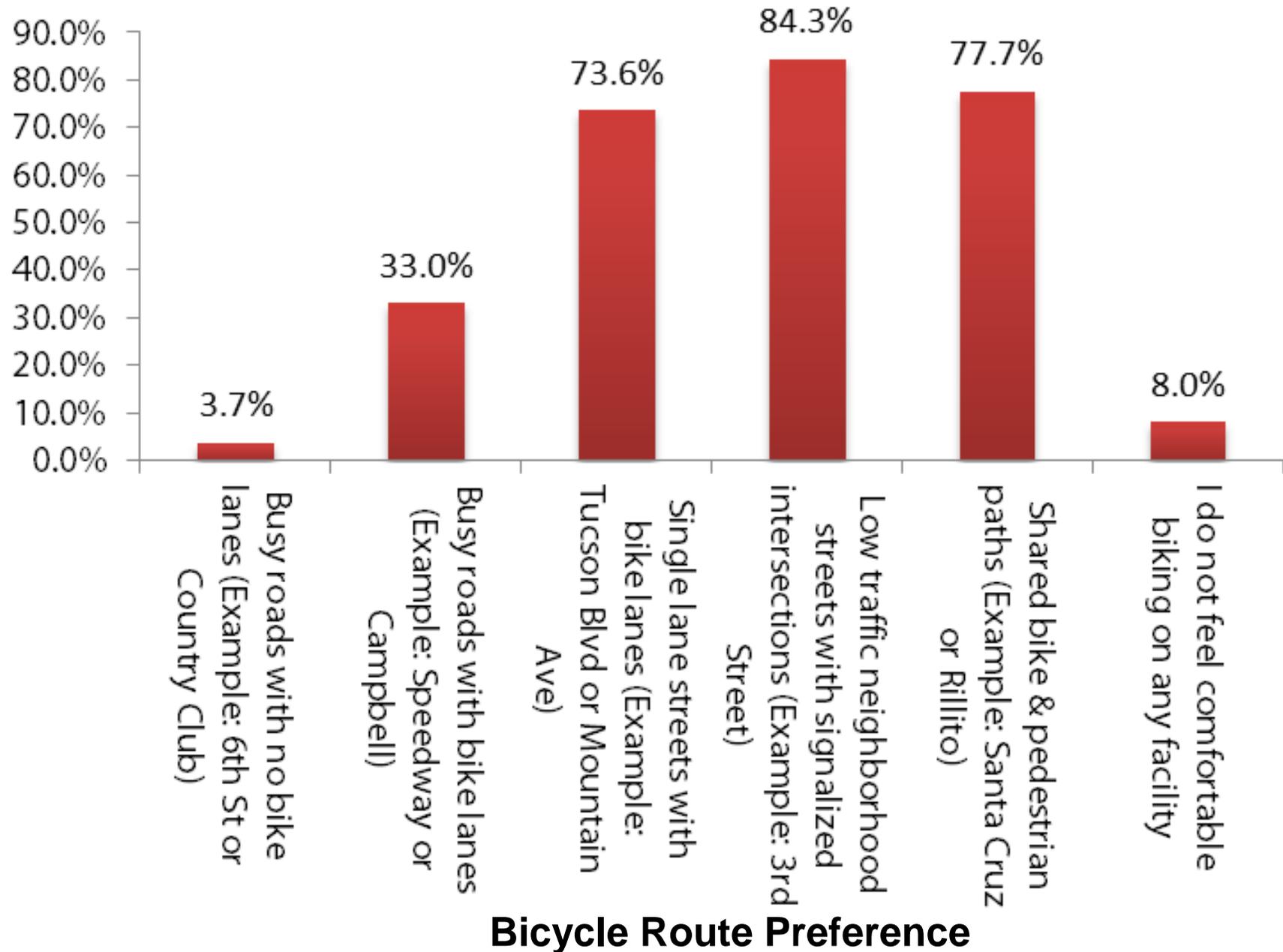


Multi-modal Transportation



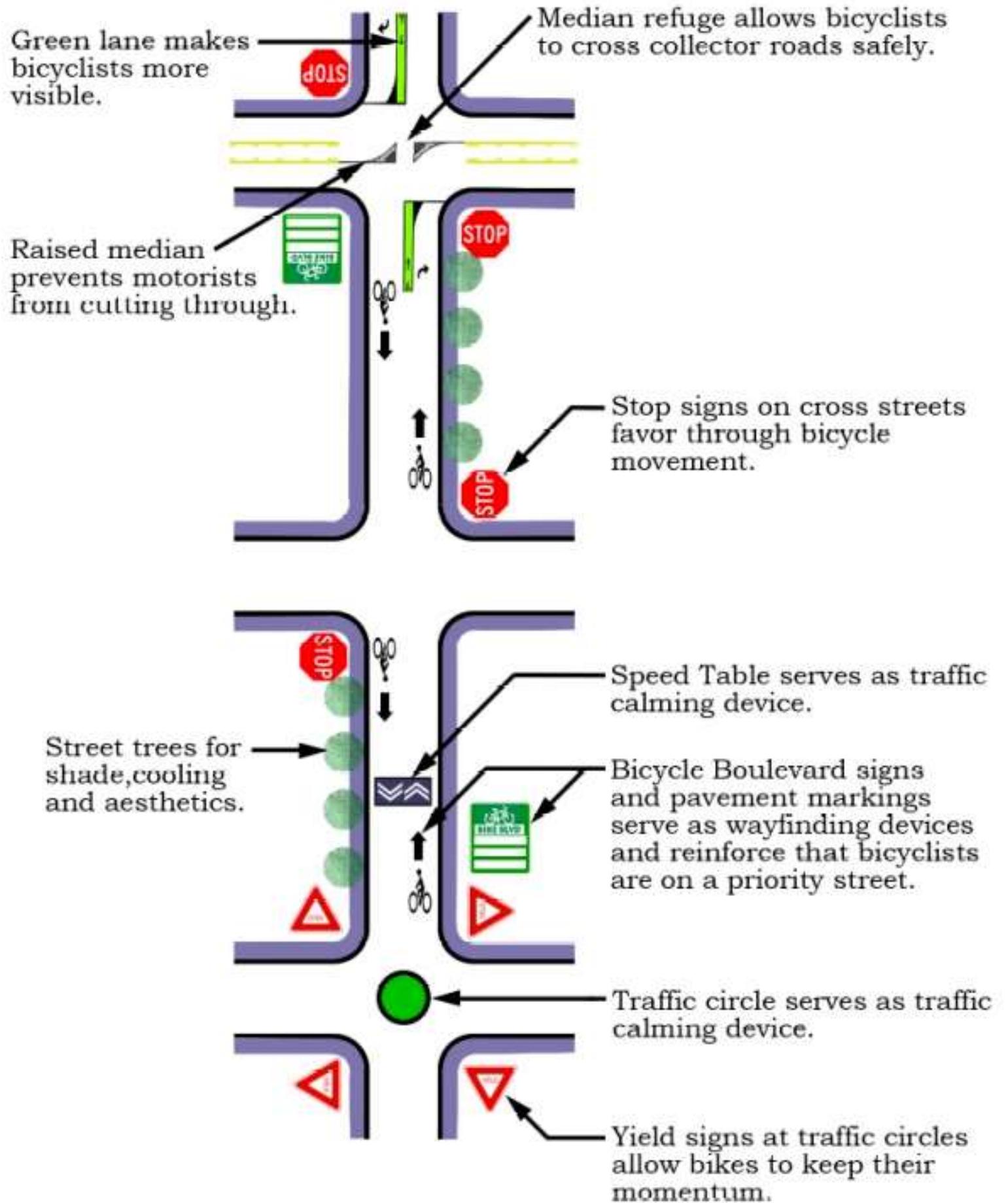
Promote Multi-modal Traffic

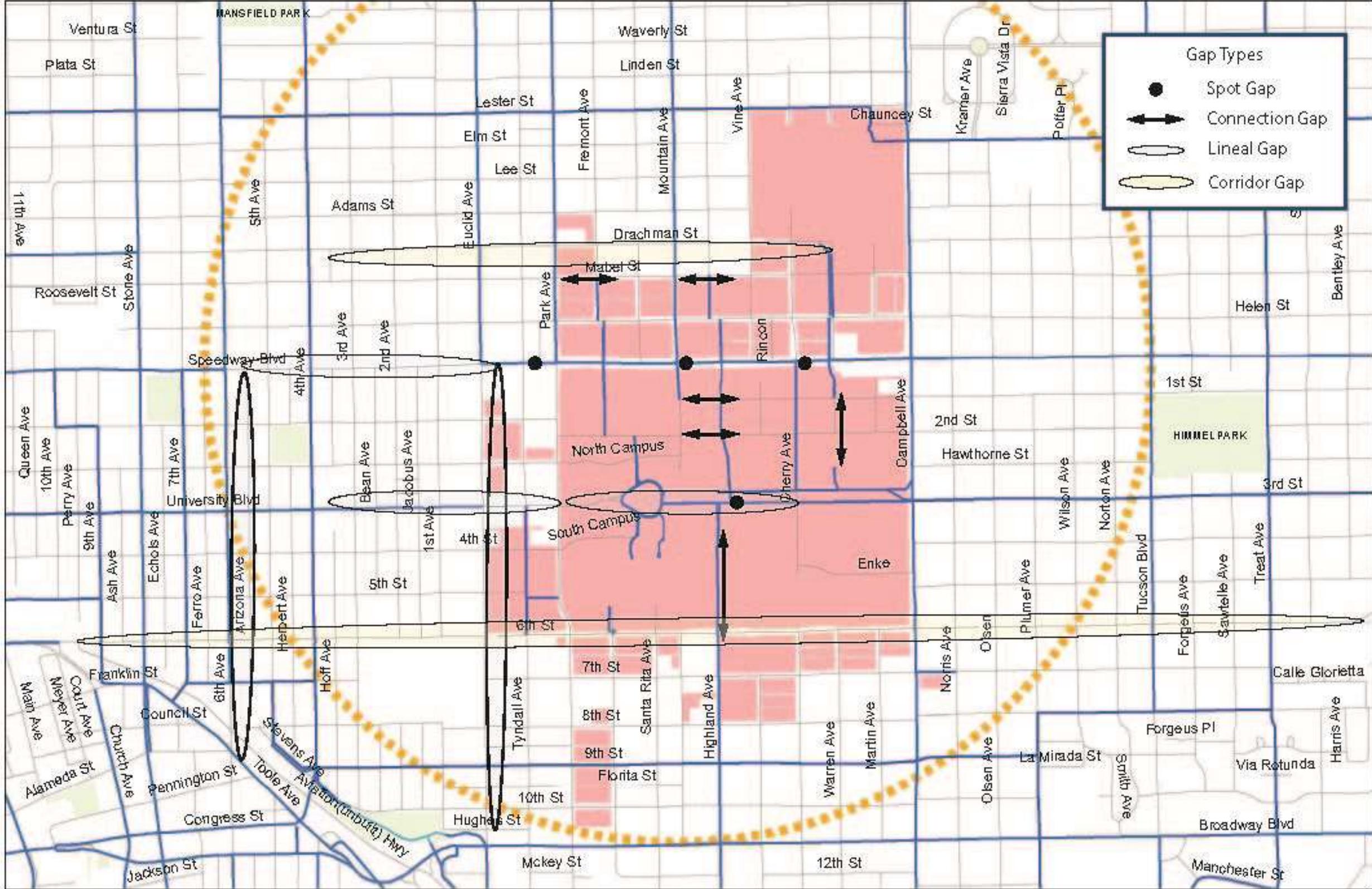
Bike Boulevards, other low-stress facilities.





Typical Bike Boulevard





Legend

- Zone 1: On-campus, engineering-focused solutions
- Zone 2: Pedestrian-oriented treatments
- Existing bikeways

University of Arizona Area Bicycle and Pedestrian Plan

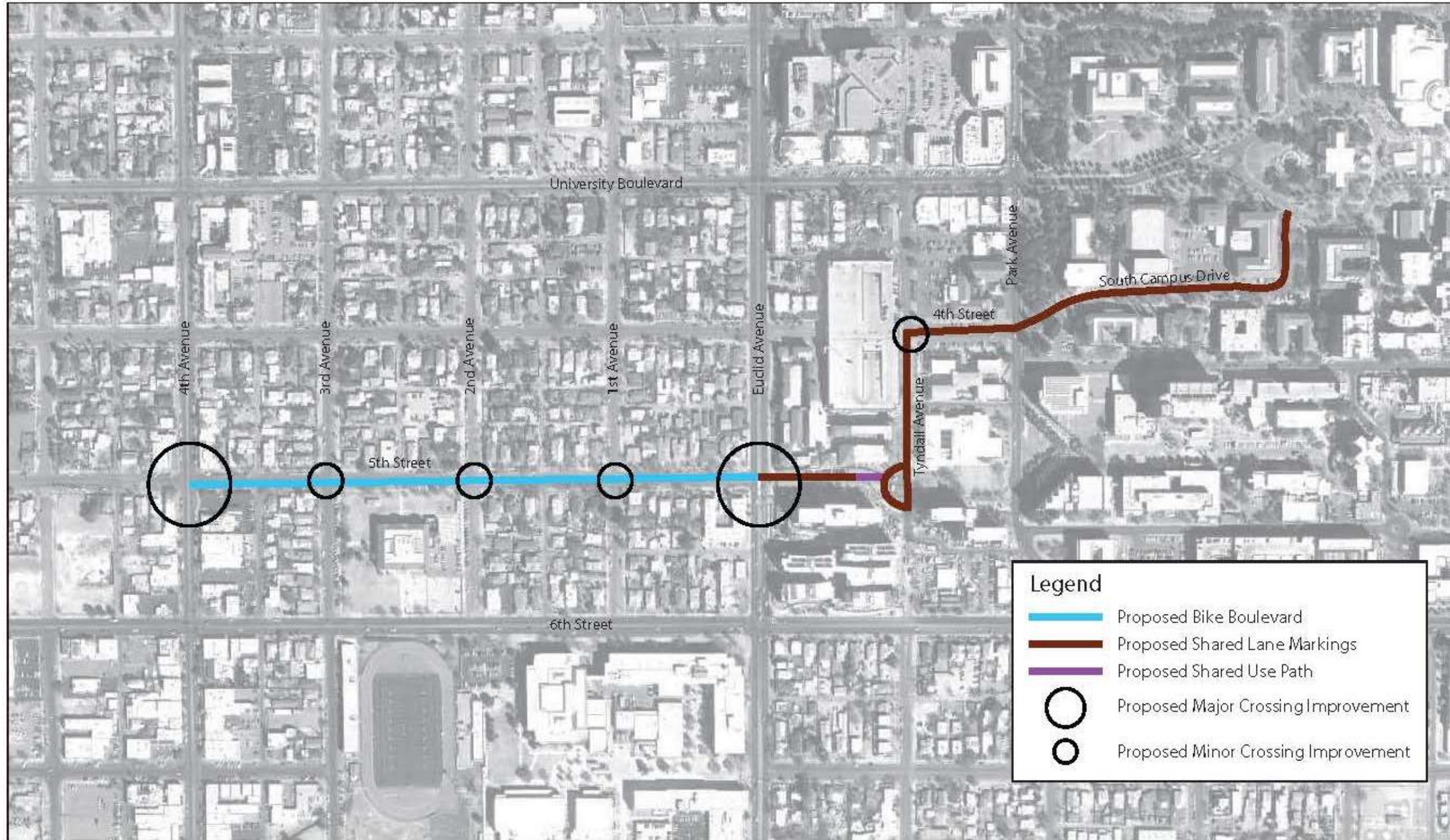
Figure 5-10: Bikeway Gaps at the University of Arizona





Streetcar Land Use Plan Design Charrette Followup Meeting

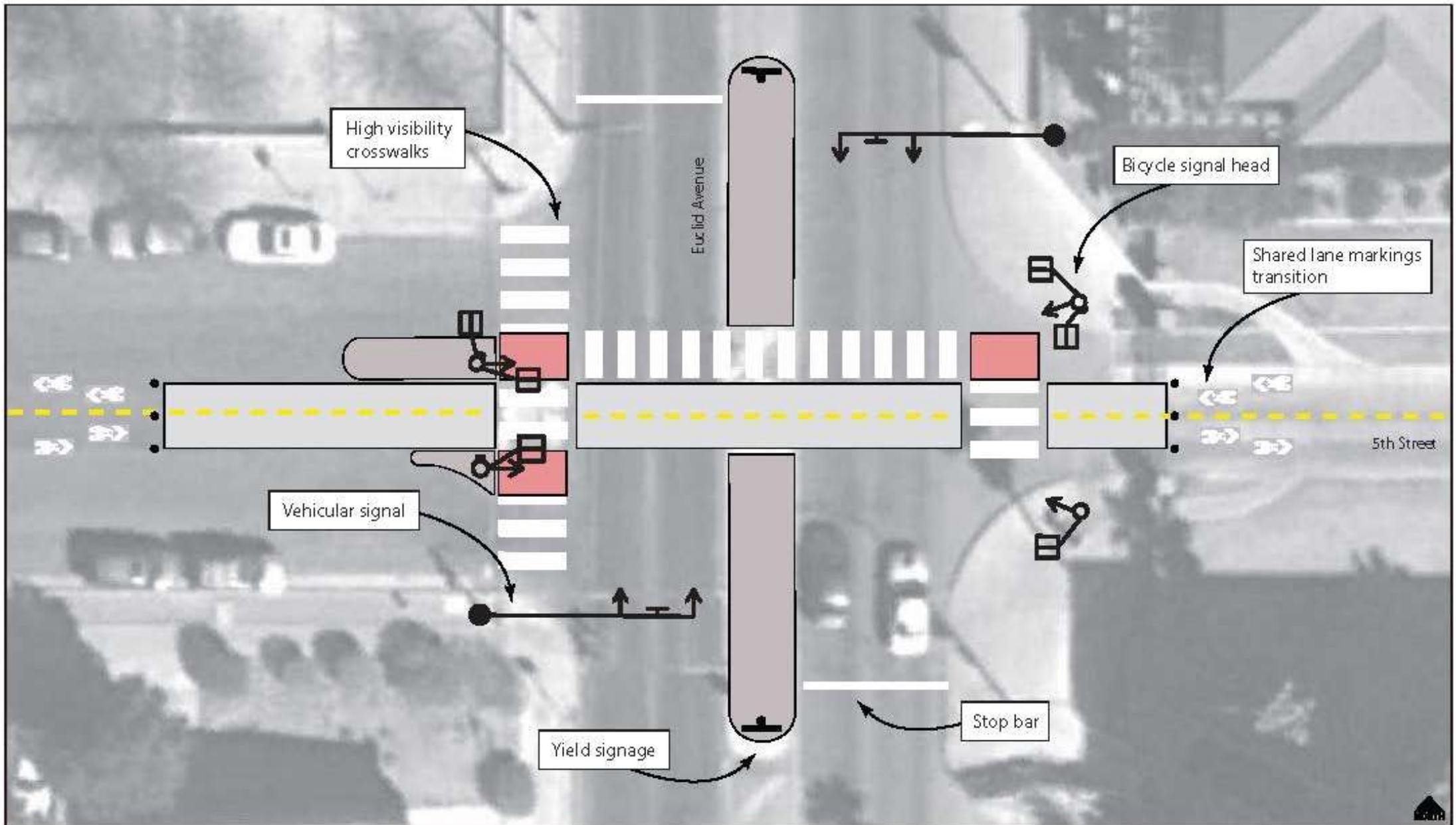
Concept Graphics for Short-Term Improvements





Streetcar Land Use Plan Design Charrette Followup Meeting

Concept Graphics for Long-Term Improvements



Planned/Recommended Improvements



- Bike Parking
- Bike/Car Share Programs





- Pedestrian Accessibility Improvements
 - Unsignalized
 - Raised intersections
 - Raised Crosswalks
 - Advance Yield Markings
 - Pedestrian Signals
 - Flashing Lights
 - Signalized
 - High Visibility Crosswalks
 - Leading Pedestrian Intervals
 - Pedestrian Scramble Phase
 - Yield to Pedestrian
 - Curb Extensions
 - Streetscape Improvements to Enhance Overall Experience



- Transit
 - UA Subsidized Streetcar Passes
 - Promotion of transit services
 - Easy access to schedules, routes to increase ridership
- Multi-modal Connectivity
 - Lighting
 - Safety
 - Shade
 - Aesthetics



- Parking
 - Possible temporary Park and Ride at west end of Streetcar route
 - Discussion about using UA garages after hours?
 - Parking still integral to this area
 - Mode shift for new incoming students important
 - Car share/biking/walking/streetcar/transit
 - University of Arizona Parking and Transportation Services (PTS) may limit or charge more for overnight parking; enforcement and monitoring will be key



Streetcar Land Use Plan Design Charrette Followup Meeting



Next Steps



Work Products

- Diagnostic Report for Main Gate
- Comprehensive Strategy Document
- Streetscape Manual
- Streetcar-wide Organizational Structure Plan
- Special Area Policy Process and Draft Principles



Meeting Dates

Community meetings

Downtown Entertainment Districts & Downtown Cultural/Convention District –

Date/Time: Monday, August 19th 6:00 PM

Location: Public Works Building, 201 N Stone Av., Basement Conf. Rm. C

Western Terminus (Origins) –

Date/Time: Monday, August 26th 6:00 PM

Location: Public Works Building, 201 N Stone Av., Basement Conf. Rm. C

Planning Commission Presentation: Aug. 21, 6 pm

Mayor & Council Presentation: Sept. 10

Historic Commission: TBD



Streetcar Land Use Plan Design Charrette Followup Meeting



Comments/Questions?