Bridging the Past While Building A Sustainable Future

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.
We have been listening…

- Week-long charrette in January
- Nearly 50 meetings
- More than 650 conversations
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.”
Doing it Right…
Streetcar Land Use Plan
Design Charrette Followup Meeting

Streetcar Corridor Neighborhoods
Streetcar Corridor Neighborhoods
Streetcar Land Use Plan
Design Charrette Followup Meeting

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.
Implementing the Vision
Streetcar Land Use Plan
Design Charrette Followup Meeting

Historic Properties
Eastern Terminus – Existing Land Uses
Streetcar Land Use Plan
Design Charrette Followup Meeting

Eastern Terminus – Vacant/Underutilized Land
Main Gate – Existing Land Use
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
General Streetscape Zones and Amenities

- **Furnishing Zone**: Tree, Grates, Planters, Seating, etc..
- **Pedestrian Clear Zone**: To remain unobstructed
- **Frontage Zone**: Dining, Display, Signage, etc.
General Streetscape Zones and Amenities

- FRONTAGE ZONE
- CLEAR ZONE
- FURNISHING ZONE
- STREETSIDE PARKING OR EXTENDED FURNISHING ZONE
- BICYCLE LANE
TRE in Extended Furnishing Zone
TRE in Frontage Zone

- Frontage Zone (T.R.E.)
- Extended Clear Zone
- Extended Furnishing Zone
- Awning in R.O.W.
- Unobstructed Circulation Around Dining Area
- Pedestrian/Traffic Buffer
Parklets in Parking Zone
Main Gate – Streetscape Typologies
Main Gate – Existing Materials
Main Gate – Proposed Materials

Concrete Walk with Bands of Pavers (Red where established, can vary color away from established areas)

Black Furniture

Lava Rock

Water Harvesting Tree Grate
Main Gate – Hub (Core)
Shade - Trees
Shade – Pedestrian Portal (Zero Lot Line)
Shade – Arcade (Zero Lot Line)
Shade – Free Standing Pergola (Zero Lot Line)
Pedestrian Street Lighting Alternatives

- 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
- Lantern in Historic Acorn Locations
CONCRETE PAVING (SMOOTH FINISH)

CONCRETE BANDING (SMOOTH FINISH)

CLAY BRICK PAVERS (BASKET WEAVE)

1" SAND BASE

COMPACTED AB 95%

3" CONDUIT/SLEEVING (IRRIGATION, LIGHTING, ECT.)

RUSTED STEEL PLANTER BOX

2' WATER HARVESTING CURB CUT

RUSTED STEEL TREE GRATE WITH EXPANDABLE TREE TRUNK OPENING (4'X9')
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

FRONTAGE ZONE
CLEAR ZONE
FURNISHING ZONE
STREETSIDE PARKING OR EXTENDED STREESCAPE ZONE
BICYCLE LANE

R.O.W.
Concrete and Pavers in Streetscape

FRONTAGE ZONE
CLEAR ZONE
FURNISHING ZONE
STREETSIDE PARKING OR EXTENDED STREESCAPE ZONE
BICYCLE LANE
Concrete and Pavers in Streetscape

- Frontage Zone
- Clear Zone
- Furnishing Zone
- Streetside Parking or Extended Streetscape Zone
- Bicycle Lane
### Potential Street Tree Species

<table>
<thead>
<tr>
<th>TREE SPECIES</th>
<th>HEIGHT</th>
<th>WIDTH</th>
<th>WATER USE</th>
<th>HARDINESS</th>
<th>HABIT</th>
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<td>Mexican Fan Palm</td>
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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.
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.
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.

**Development Strategy – Campbell and Speedway**
Development Strategy – Campbell and Speedway
Development Strategy – Campbell and Speedway
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.
Eastern Terminus – Zoning
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.
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.
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

Development Strategy – Campbell and Speedway
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

Eastern Terminus – Ownership

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

SCALE: 1" = 300'

PROJECT PAGE: DATE: 06/09/13
FILE NAME: Envs2_56_FullCharrette_v1Labels.mxd
Eastern Terminus – Special Area Policy
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.

Development Strategy – Campbell and Speedway
Main Gate – Property Ownership
Allowable Heights – Main Gate
Multi-modal Transportation
Promote Multi-modal Traffic

Bike Boulevards, other low-stress facilities.

Bicycle Route Preference

- Busy roads with no bike lanes (Example: 6th St or Country Club): 3.7%
- Busy roads with bike lanes (Example: Campbell): 33.0%
- Single lane streets with bike lanes (Example: Tucson Blvd or Mountain Ave): 73.6%
- Low traffic neighborhood streets with signalized intersections (Example: 3rd Street): 84.3%
- Shared bike & pedestrian paths (Example: Santa Cruz or Rillito): 77.7%
- I do not feel comfortable biking on any facility: 8.0%

Planned/Recommended Improvements
Typical Bike Boulevard

- Green lane makes bicyclists more visible.
- Median refuge allows bicyclists to cross collector roads safely.
- Raised median prevents motorists from cutting through.
- Stop signs on cross streets favor through bicycle movement.
- Street trees for shade, cooling and aesthetics.
- Speed Table serves as traffic calming device.
- Bicycle Boulevard signs and pavement markings serve as wayfinding devices and reinforce that bicyclists are on a priority street.
- Traffic circle serves as traffic calming device.
- Yield signs at traffic circles allow bikes to keep their momentum.
Figure 5-10: Bikeway Gaps at the University of Arizona

Legend

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

University of Arizona Area Bicycle and Pedestrian Plan
Concept Graphics for Short-term Improvements

Legend:
- Proposed Bike Boulevard
- Proposed Shared Lane Markings
- Proposed Shared Use Path
- Proposed Major Crossing Improvement
- Proposed Minor Crossing Improvement
Concept Graphics for Long-Term Improvements

- High visibility crosswalks
- Bicycle signal head
- Sharrow lane markings transition
- Vehicular signal
- Yield signage
- Stop bar

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
Planned/Recommended Improvements

- 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
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

Next Steps
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

Next Steps
Comments/Questions?