



# 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.



# Streetcar Land Use Plan Design Charrette Followup Meeting



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

*We have been listening...*



## Streetcar Land Use Plan Design Charrette Followup Meeting



**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.”*



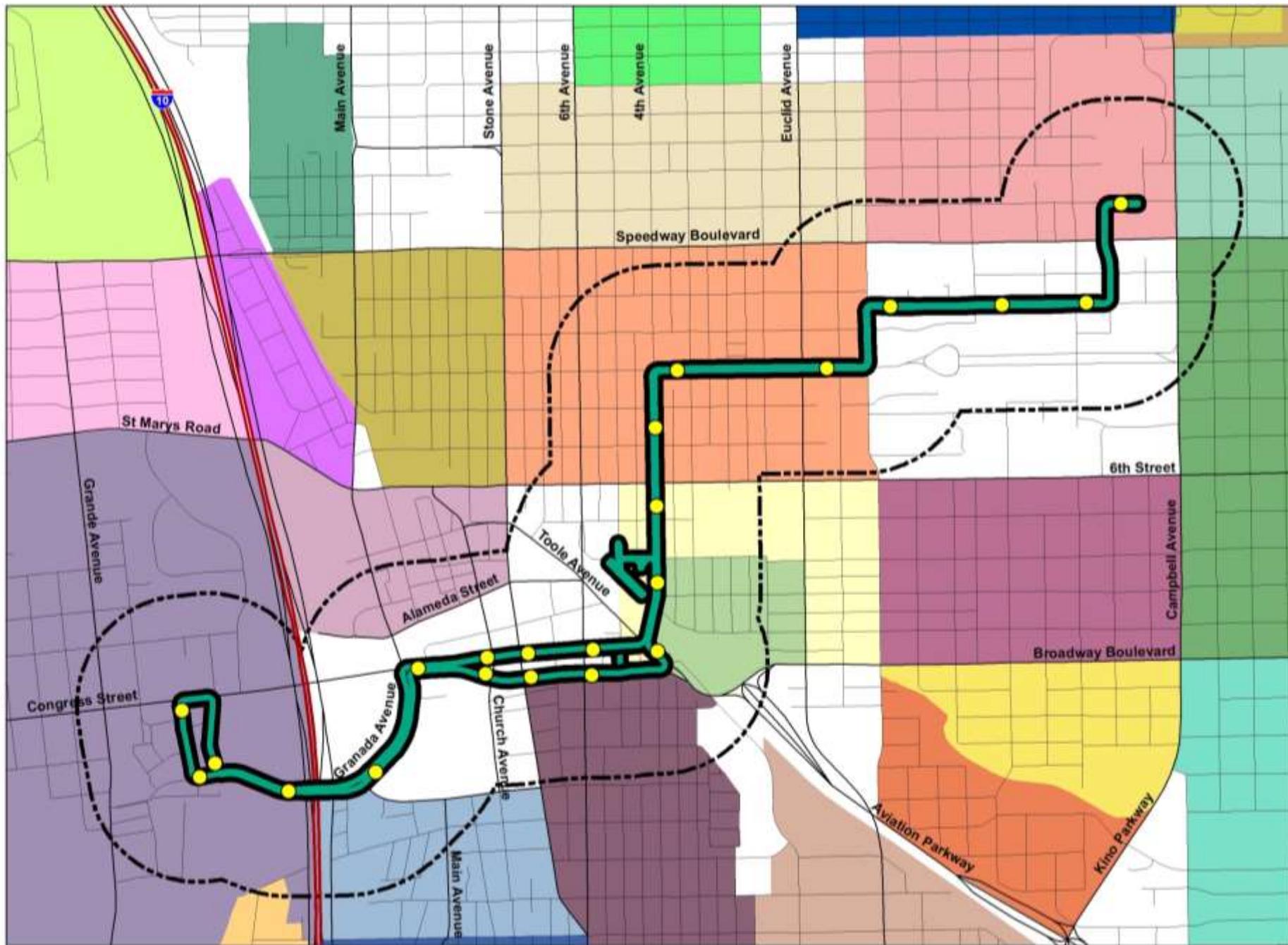
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**Doing it Right...**



# Streetcar Land Use Plan Design Charrette Followup Meeting



**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	
Milville	
Northwest	

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

NORTH

0 1/8 mile 1/4 mile

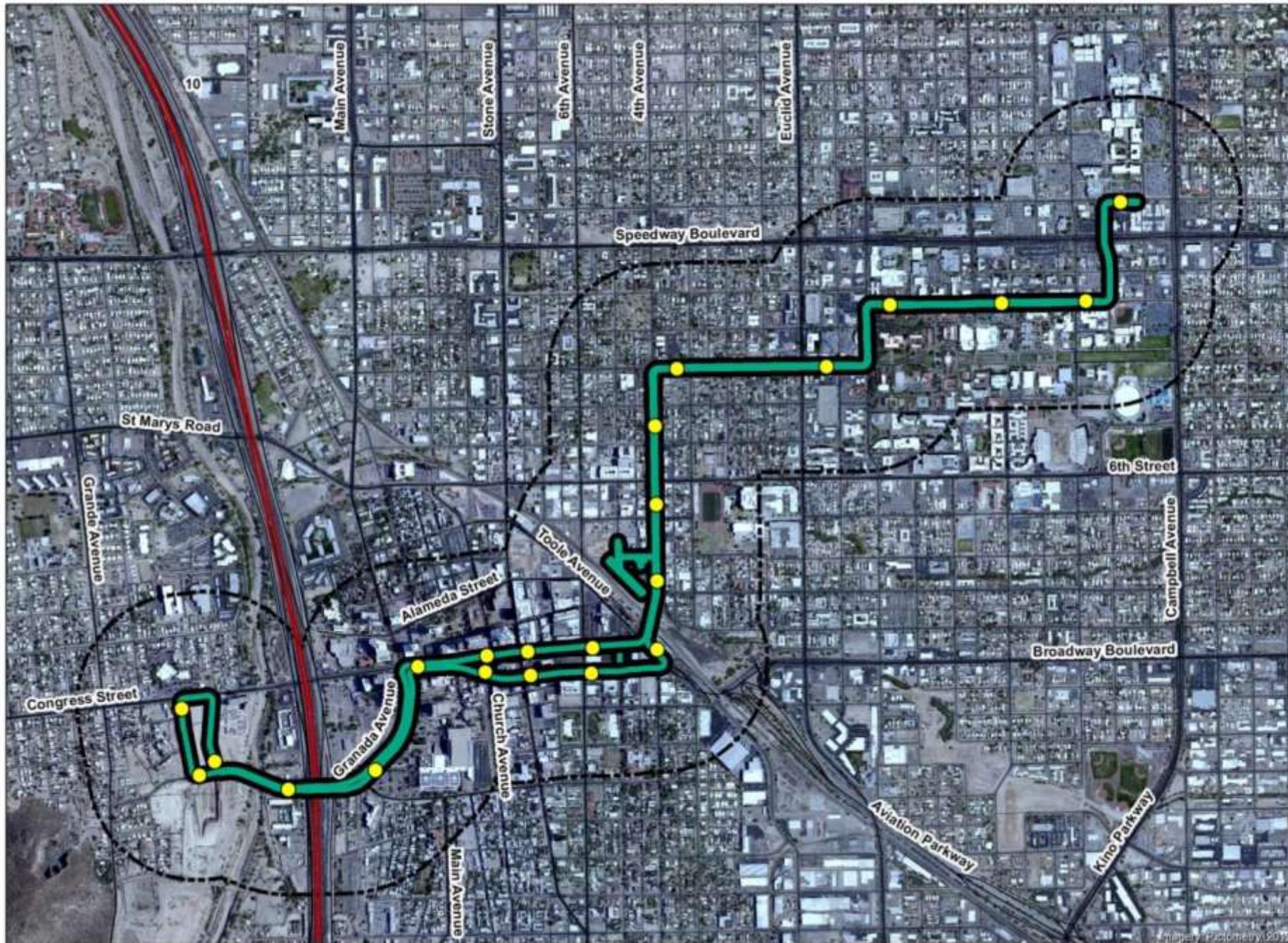
SCALE: 1" = 1320'

PROJECT: PAG-01 DATE: 10/22/12  
FILE NAME: Exhibit\_SA\_Neighborhood\_Associations.mxd

## Streetcar Corridor Neighborhoods



# Streetcar Land Use Plan Design Charrette Followup Meeting



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

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

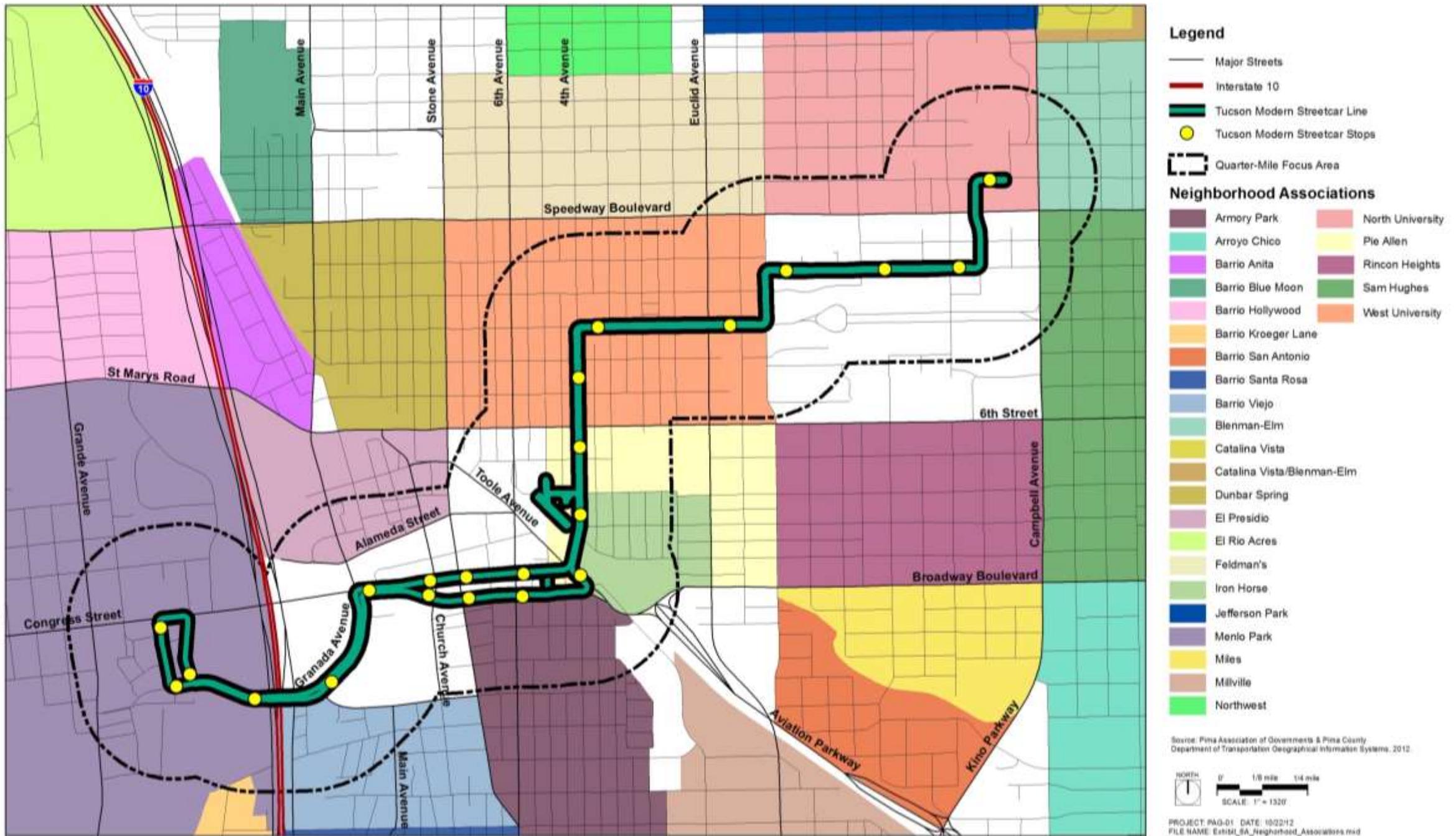
NORTH  
0' 1/8 mile 1/4 mile  
SCALE: 1" = 1320'

PROJECT PAG-01 DATE: 10/22/12  
FILE NAME: Exhibit\_BA\_Neighborhood\_Associations.mxd

## Streetcar Corridor Neighborhoods



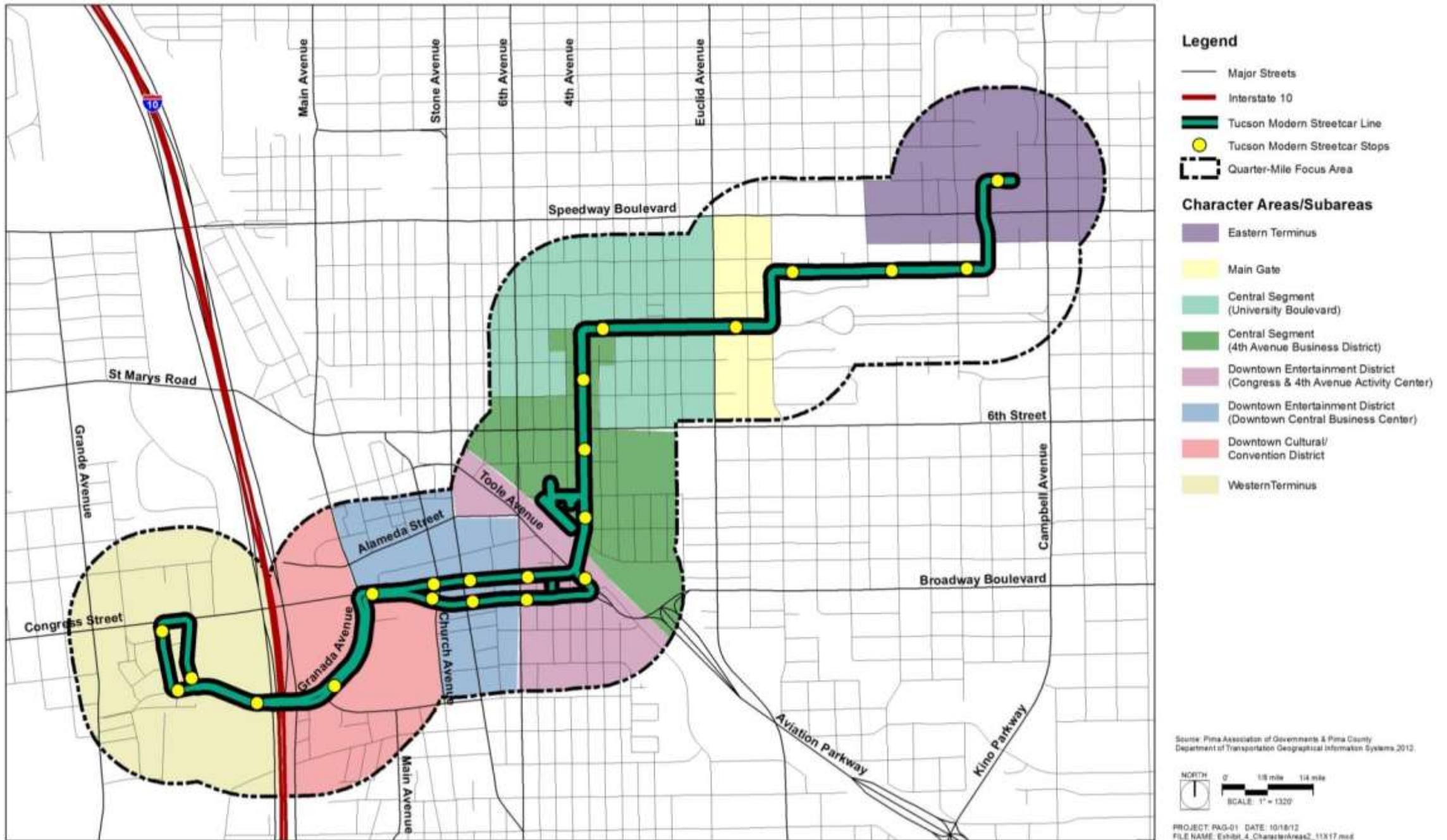
# Streetcar Land Use Plan Design Charrette Followup Meeting



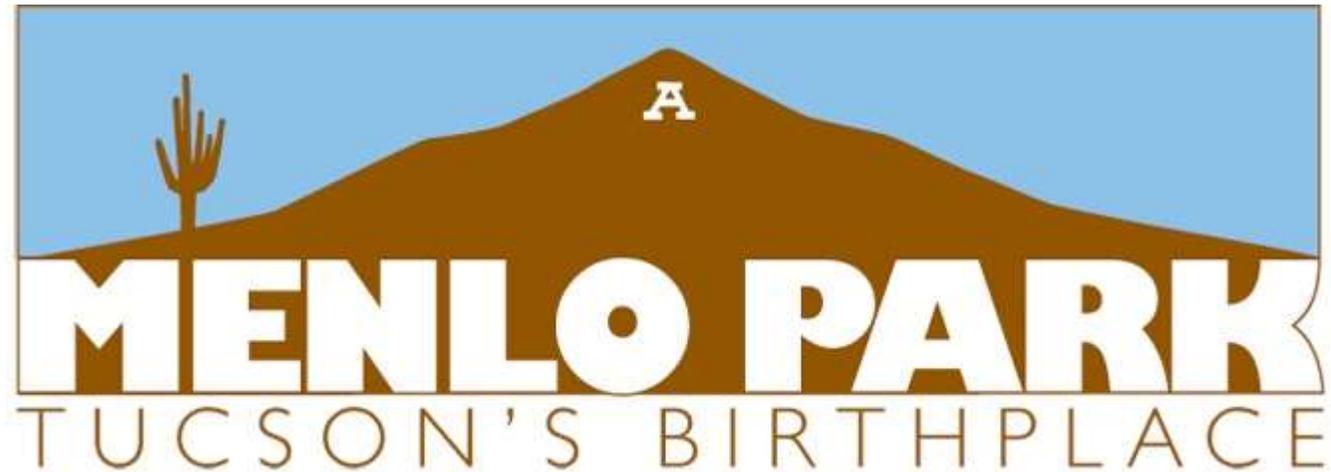
## Streetcar Corridor Neighborhoods



# Streetcar Land Use Plan Design Charrette Followup Meeting

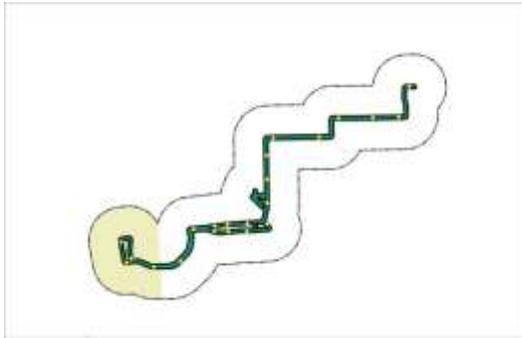


## Streetcar Corridor Character Areas



Menlo Park Neighborhood Association position statement for the vacant  
properties in Menlo Park  
bounded on the north by Congress Street, on the east by the Santa Cruz  
River, on the south by  
22nd Street and on the west by Mission Road/Grande Avenue

Revised December 4, 2012



## Origins Gateway (Western Terminus)

- The area that is now Menlo Park and Barrio Kroeger has been occupied continuously for **4,000 years** making it the oldest continuously-inhabited neighborhood in the US. This area **anchors the Streetcar**.
- It is a **vibrant** activity center filled with **opportunity**.
- It has a **Heritage Park**, offering a window into Tucson's past.
- It has a network of quality **urban and rural open spaces**.
- It is a **fiesta center**, hosting regional historic and cultural celebrations.
- It has a home-grown authentic **public mercado**.
- It is a center for **ecology, equestrian activity, and bicyclists**.
- It includes a **variety of housing types** affordable to all income ranges.
- It provides access to **quality employment** and retail services.
- It is respectful of, protects, and strengthens **fragile adjacent neighborhoods** and the cultural identity of the Tucson Origin's area.
- Development is sensitive to areas **demographics** (70% Hispanic) **and history**.



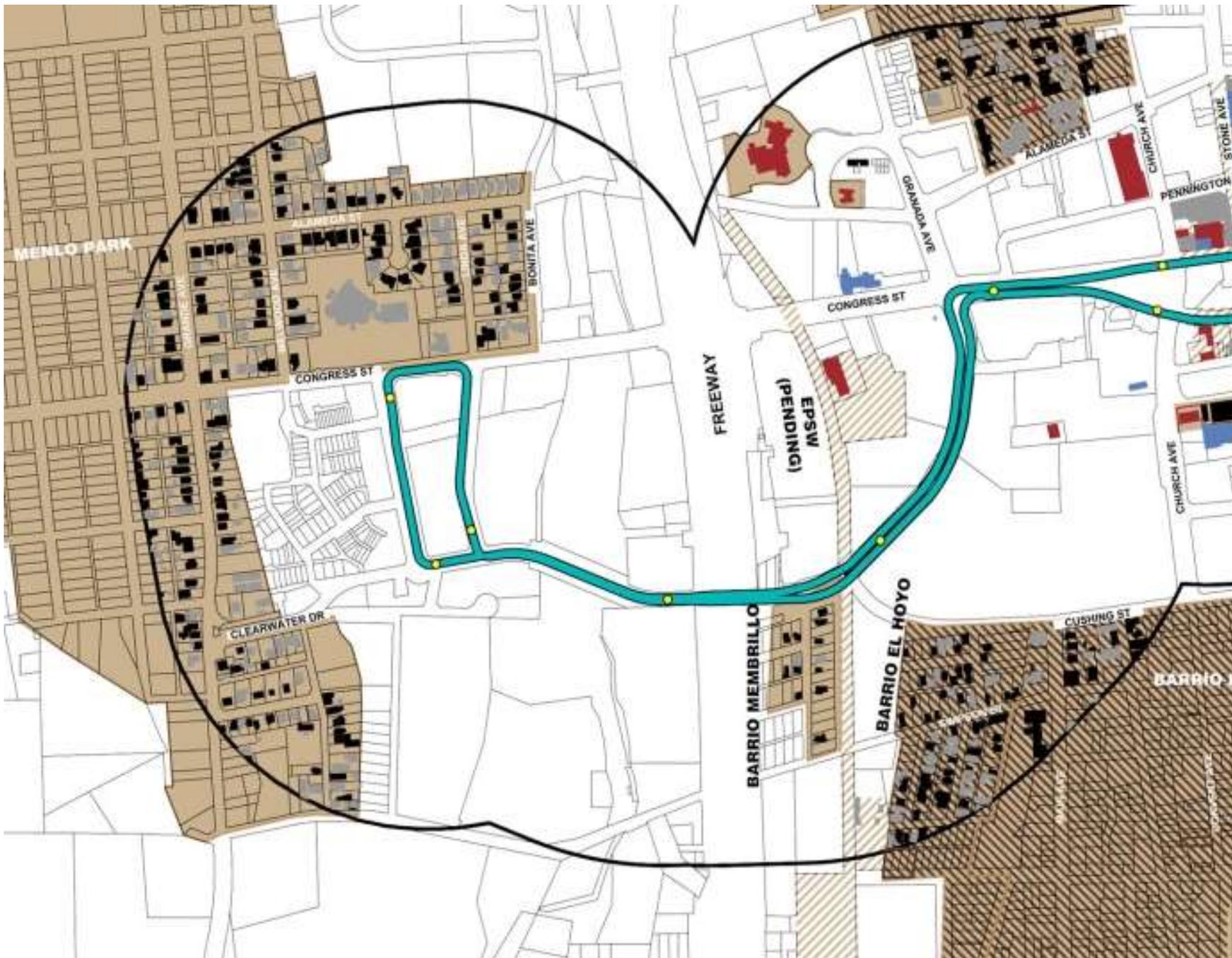
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## Implementing the Vision



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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\*

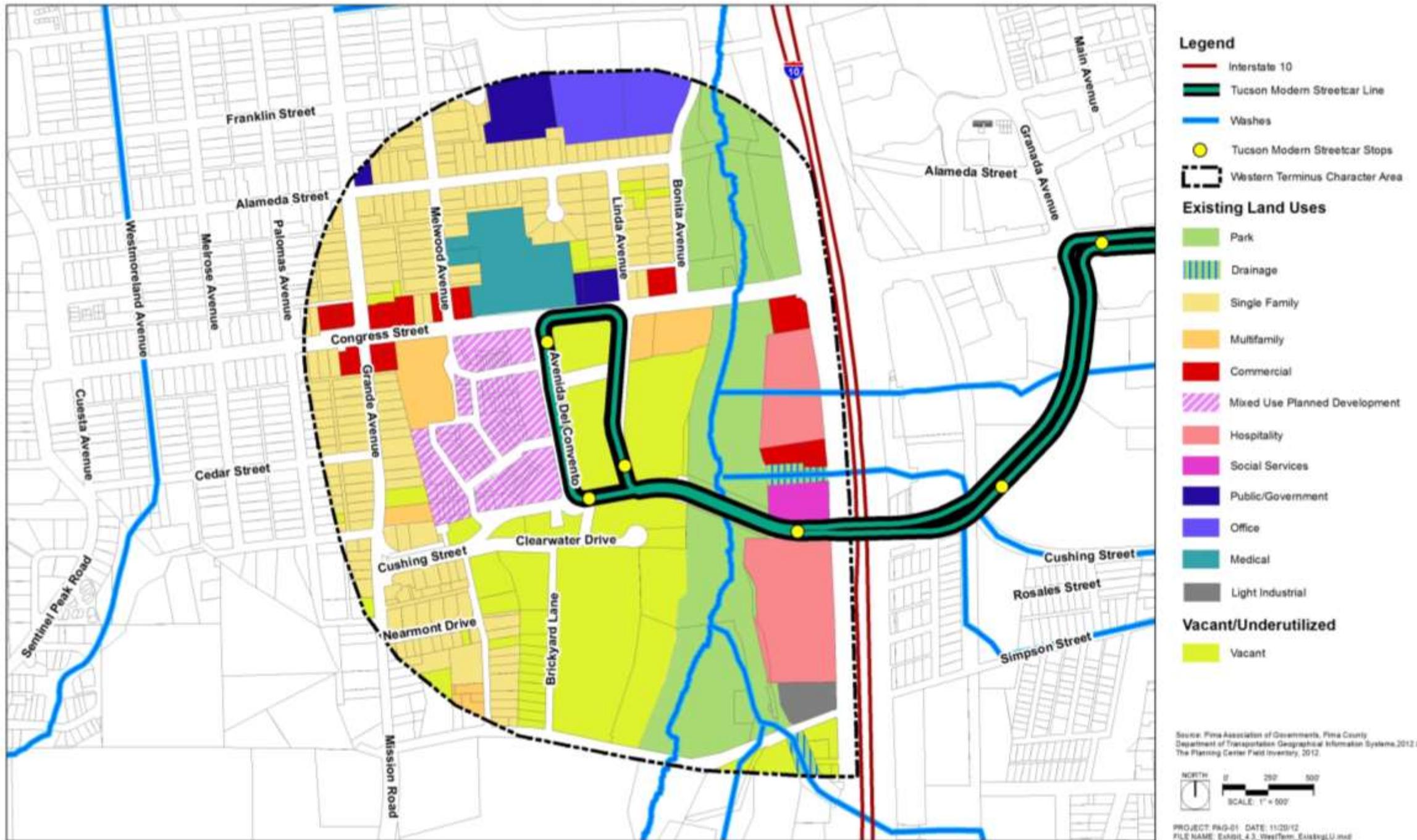
#### LINES

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

*Historic Properties*



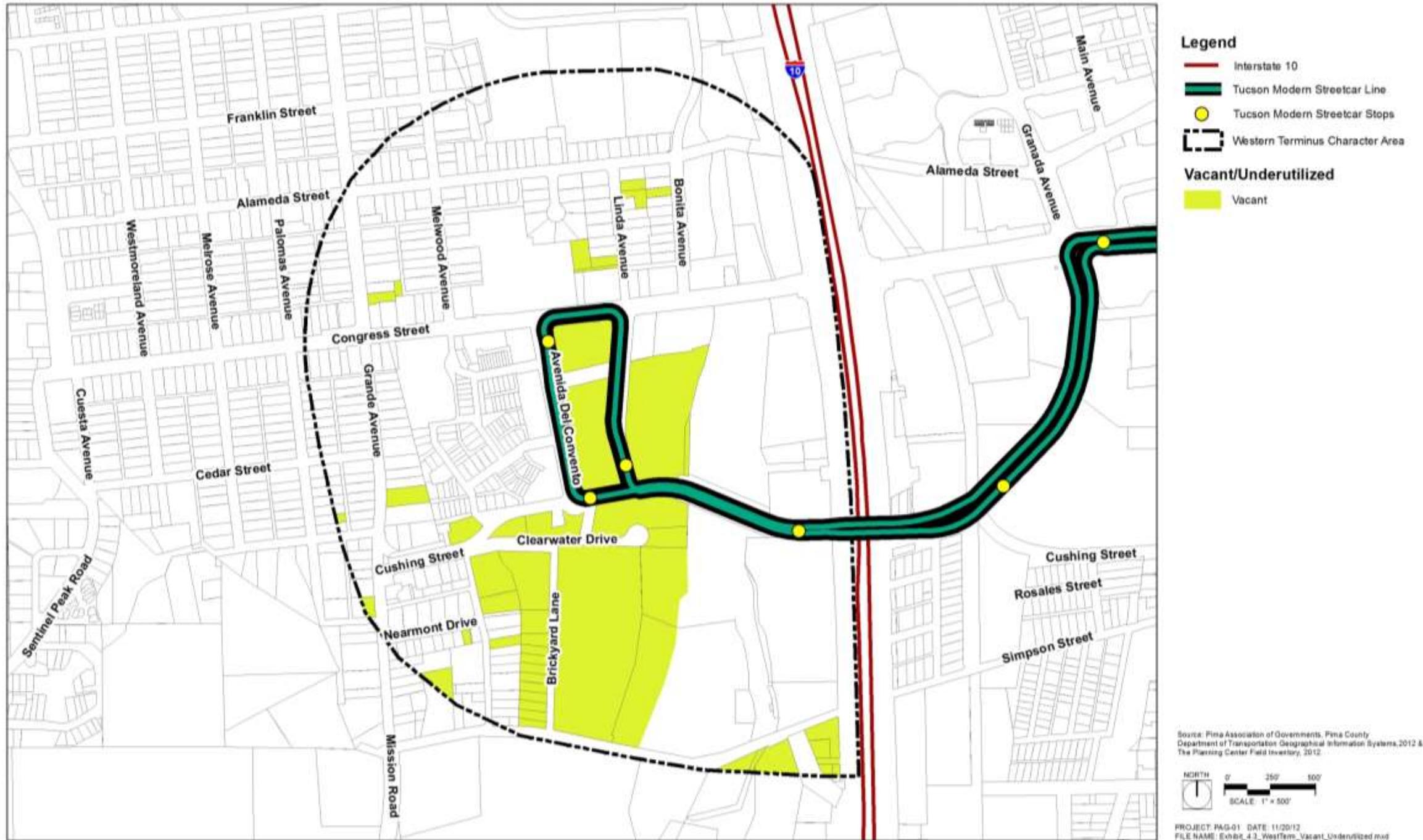
# Streetcar Land Use Plan Design Charrette Followup Meeting



## Existing Land Uses



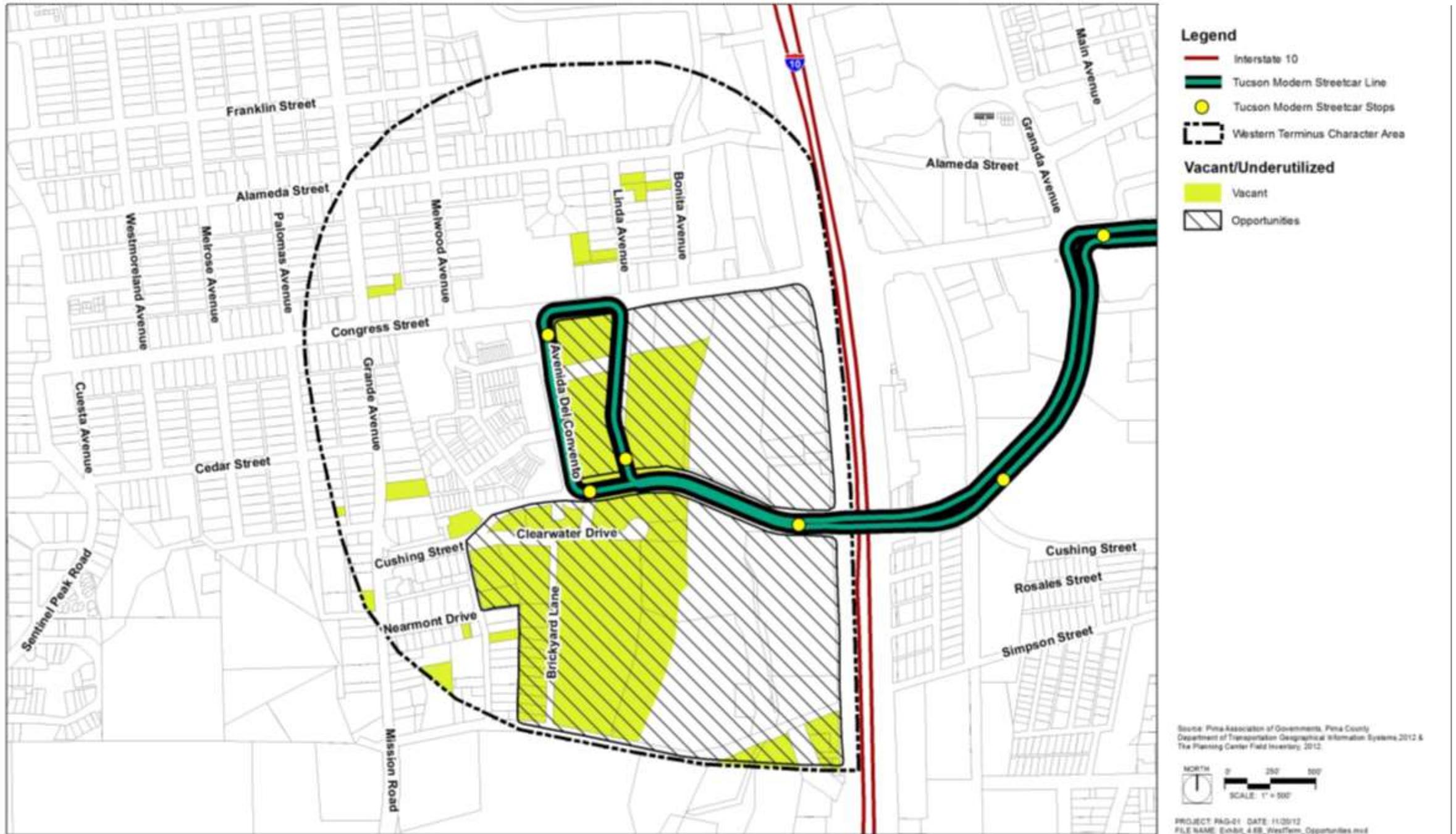
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*Vacant/Underutilized Land*



# Streetcar Land Use Plan Design Charrette Followup Meeting



*Vacant/Underutilized Land*



# Streetcar Land Use Plan Design Charrette Followup Meeting



## 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**



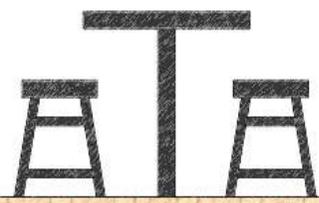
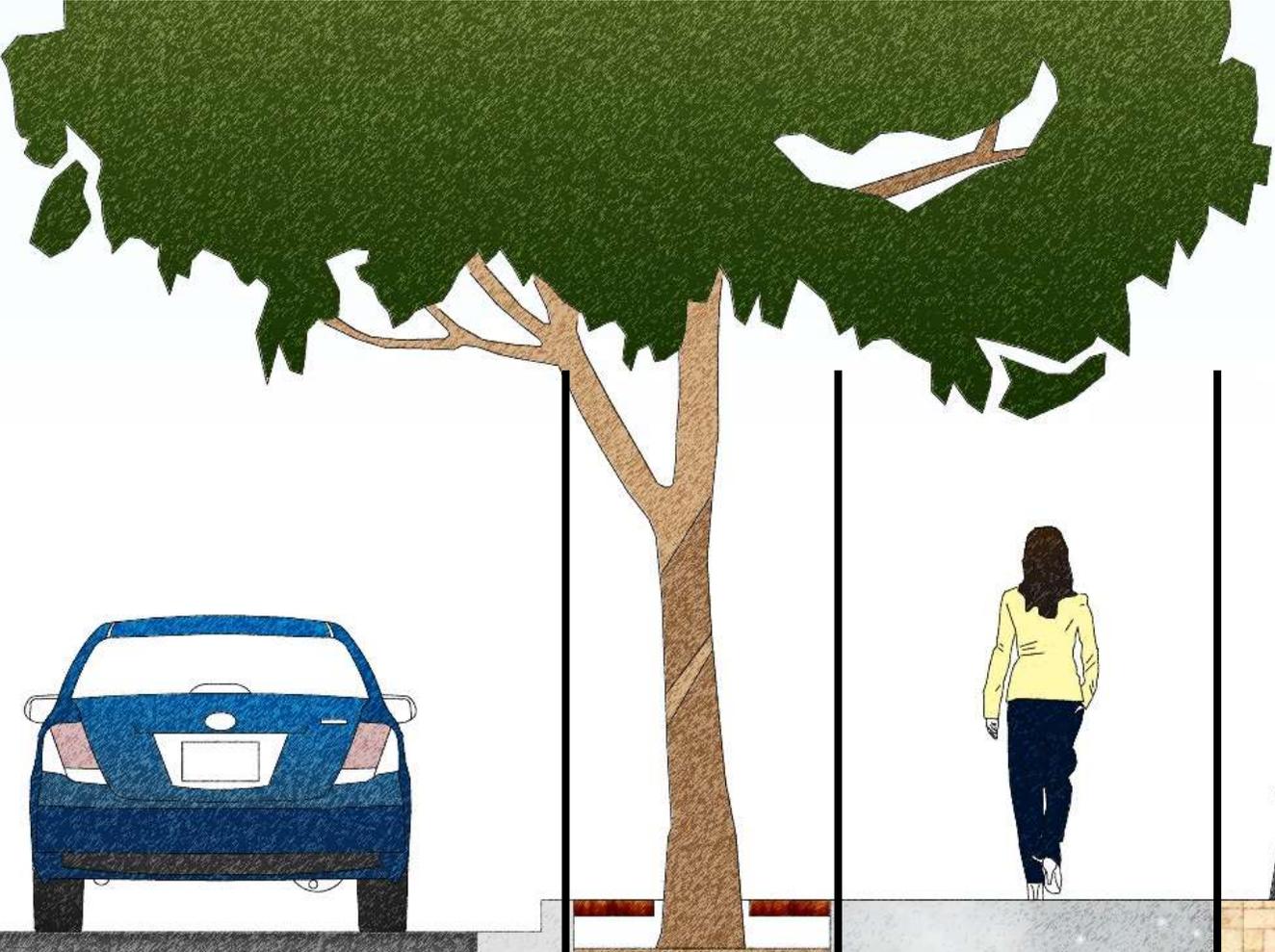
# Streetscape Guiding Principles

- 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

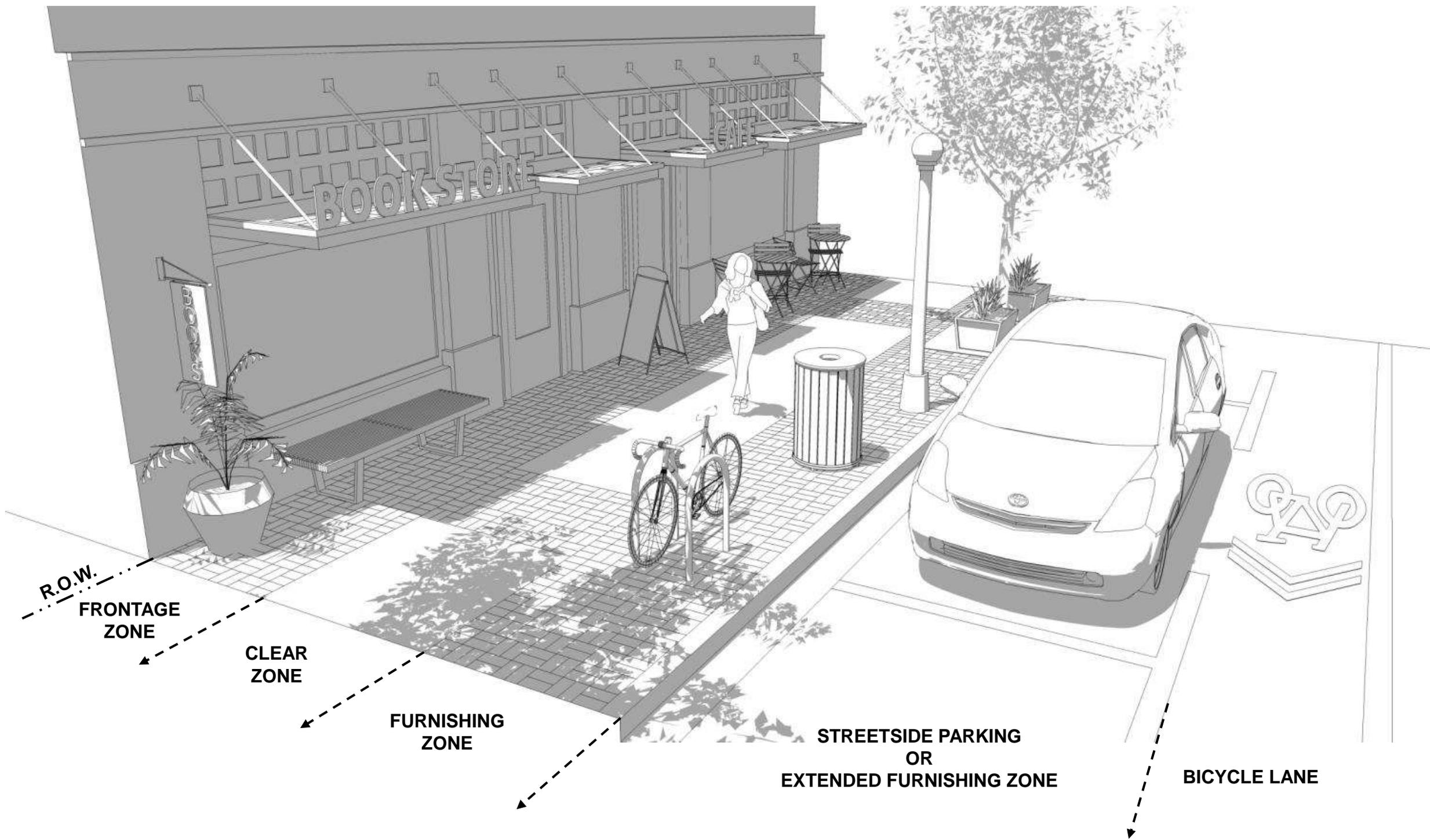


**Furnishing Zone**  
Tree  
Grates  
Planters  
Seating,  
etc..

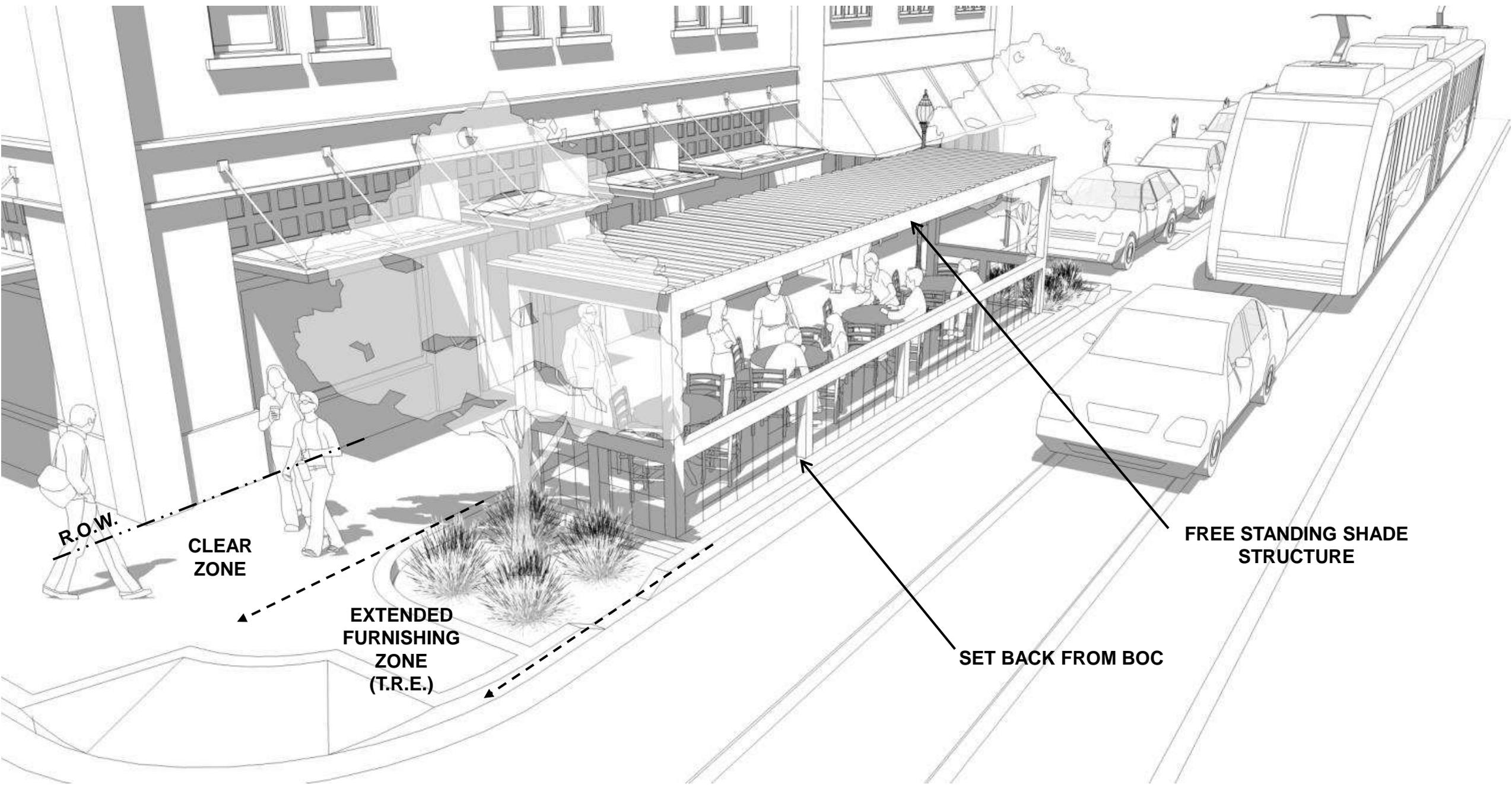
**Pedestrian Clear Zone**  
To remain  
unobstructed

**Frontage Zone**  
Dining  
Display  
Signage, etc..

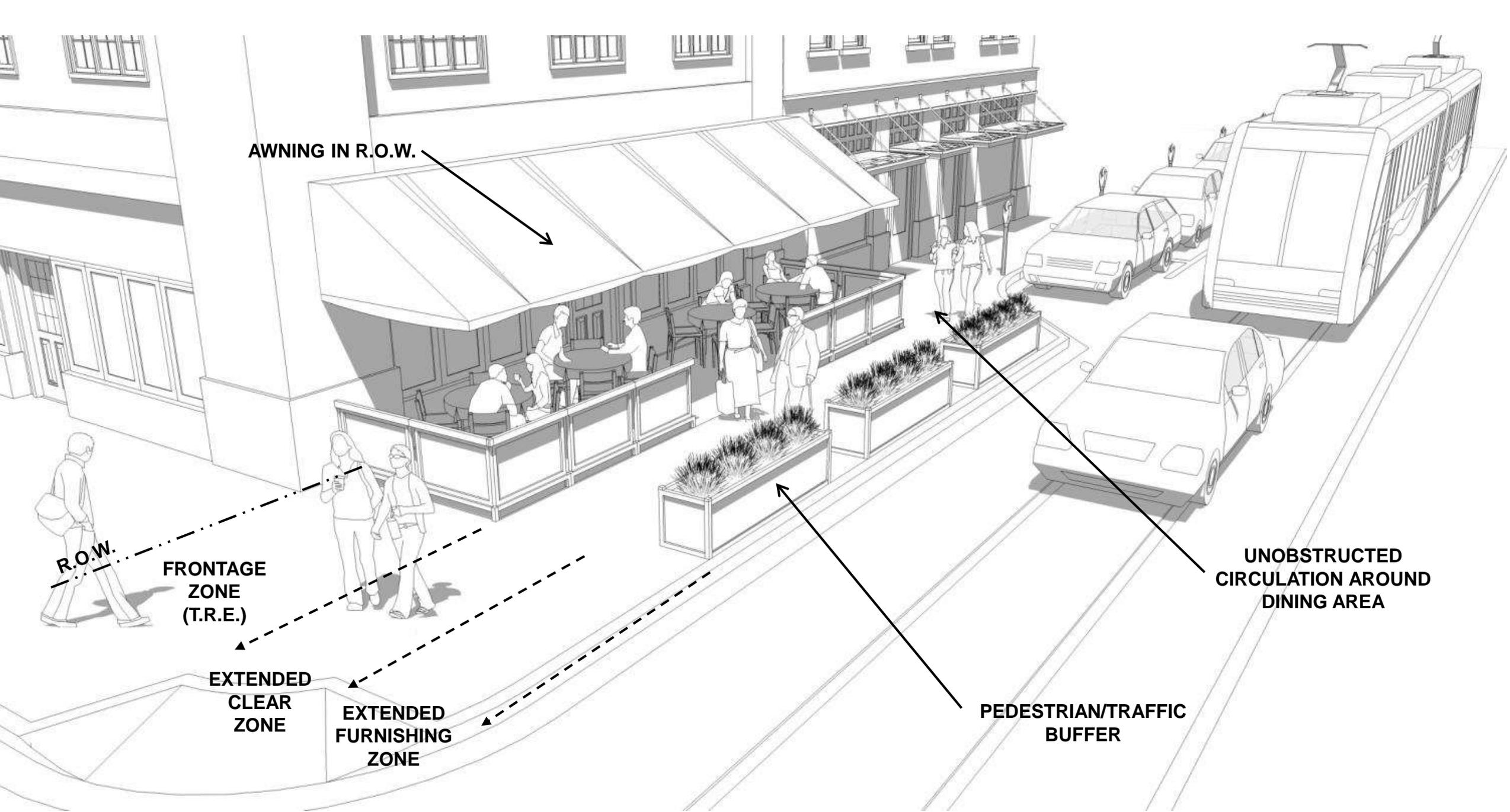
*General Streetscape Zones and Amenities*



## *General Streetscape Zones and Amenities*



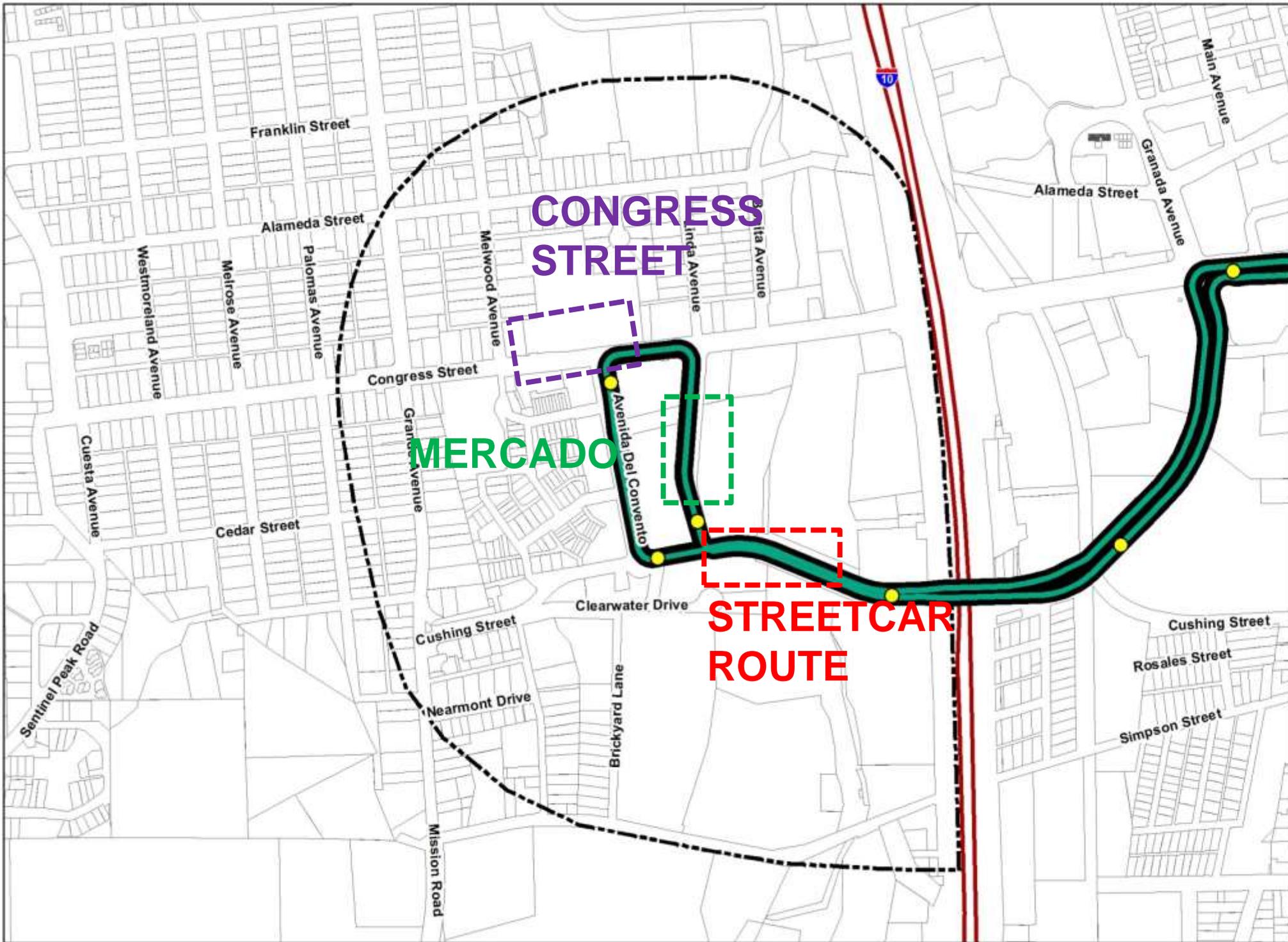
*TRE in Extended Furnishing Zone*



*TRE in Frontage Zone*



*Parklets in Parking Zone*



- Legend**
-  Interstate 10
  -  Tucson Modern Streetcar Line
  -  Tucson Modern Streetcar Stops
  -  Western Terminus Character Area

Source: Pima Association of Governments, Pima County Department of Transportation Geographical Information Systems, 2012 & The Planning Center Field Inventory, 2012.



PROJECT: COT-17 DATE: 05/14/13  
 FILENAME: Exhibit\_4 08\_WestTermin\_STRT\_TYP.mxd

*Origins Gateway – Streetscape Typologies*



TUMBLED AND FIRED RED BRICK - HERRINGBONE

PLANTED ISLANDS W/IN ROW.  
LIMITED USE OF TREE GRATES

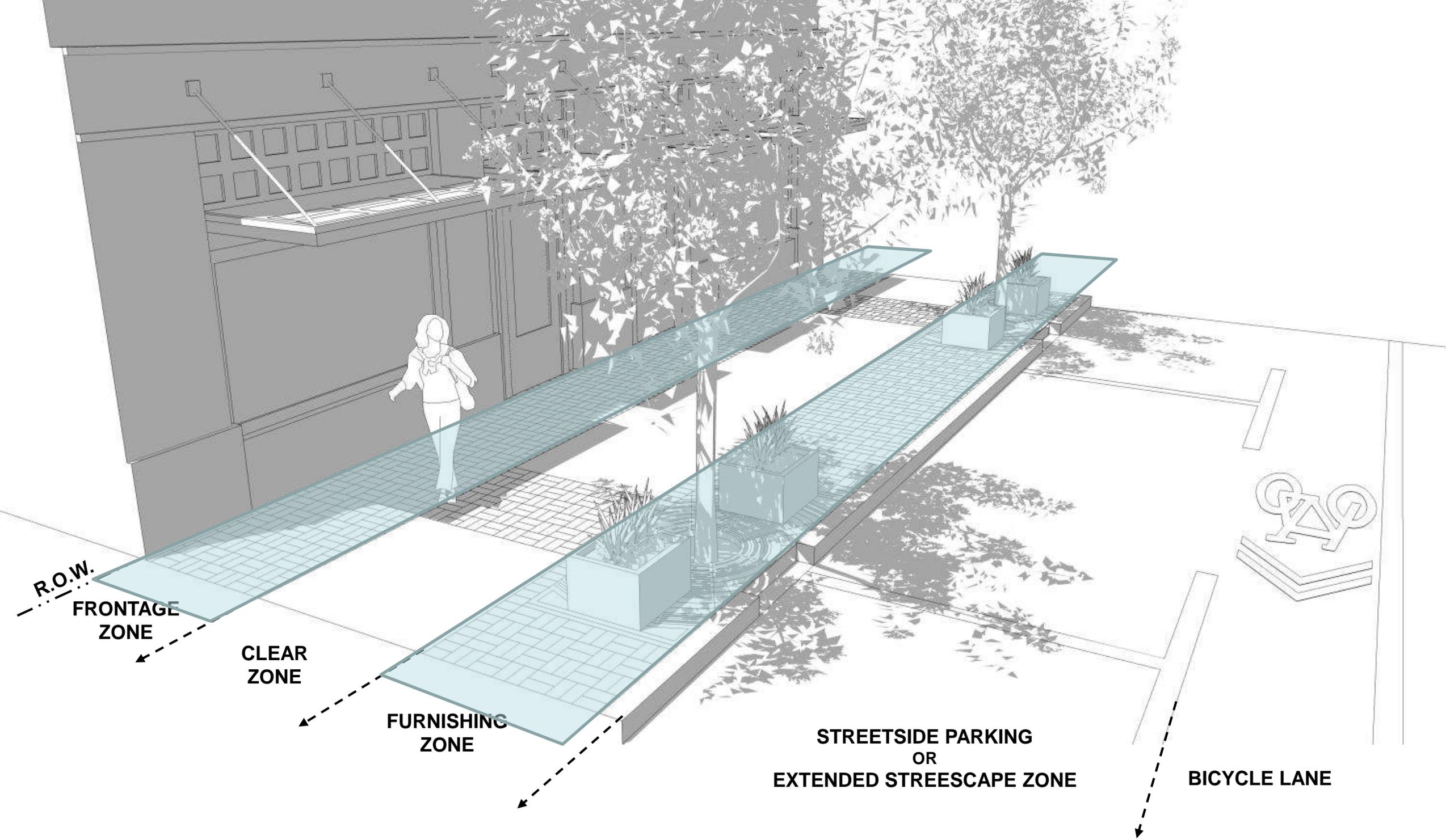




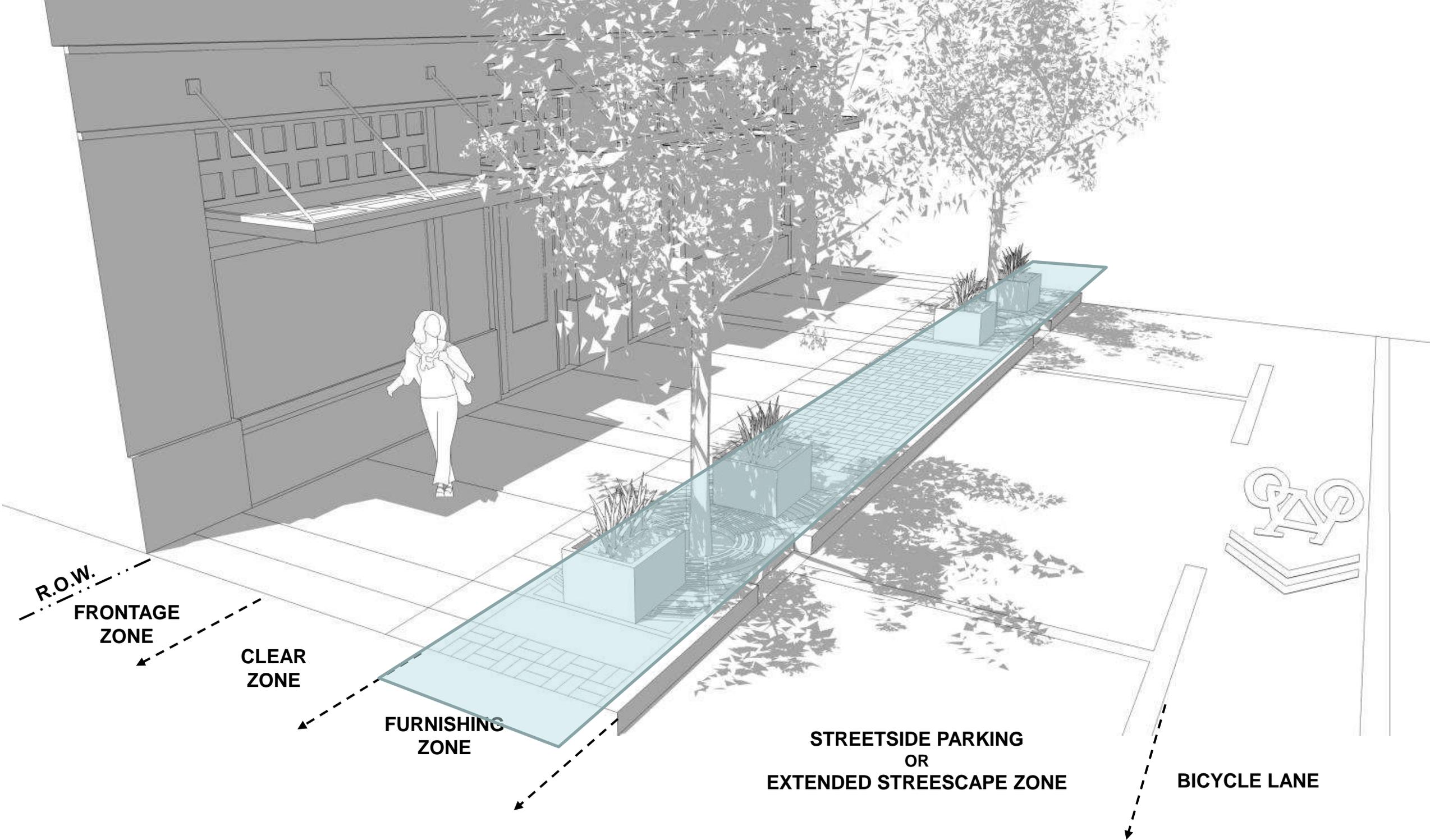
PEDESTRIAN LIGHTS

ATTENTION TO DETAIL

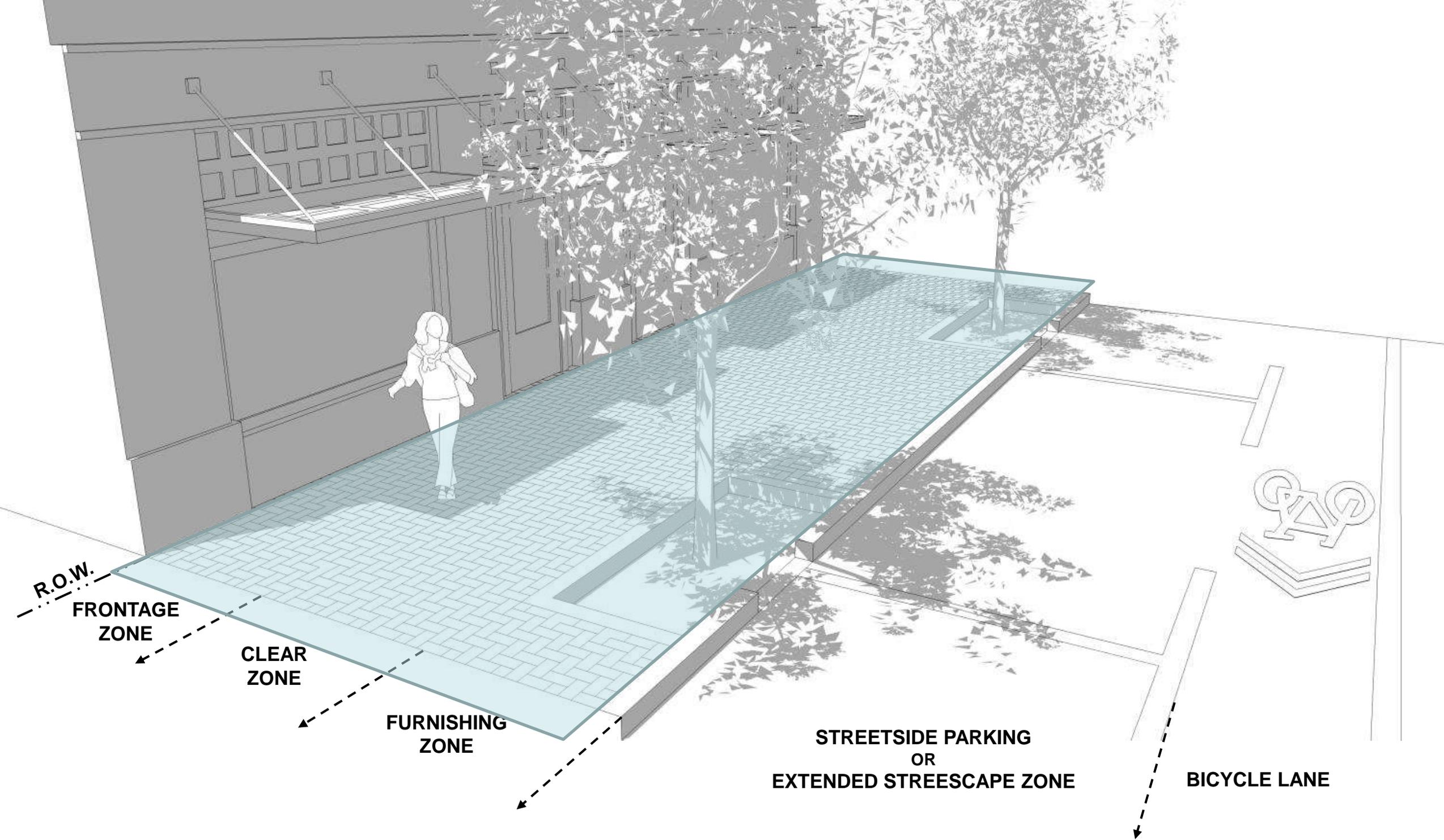




## *Use of Pavers in Streetscape*



## *Use of Pavers in Streetscape*



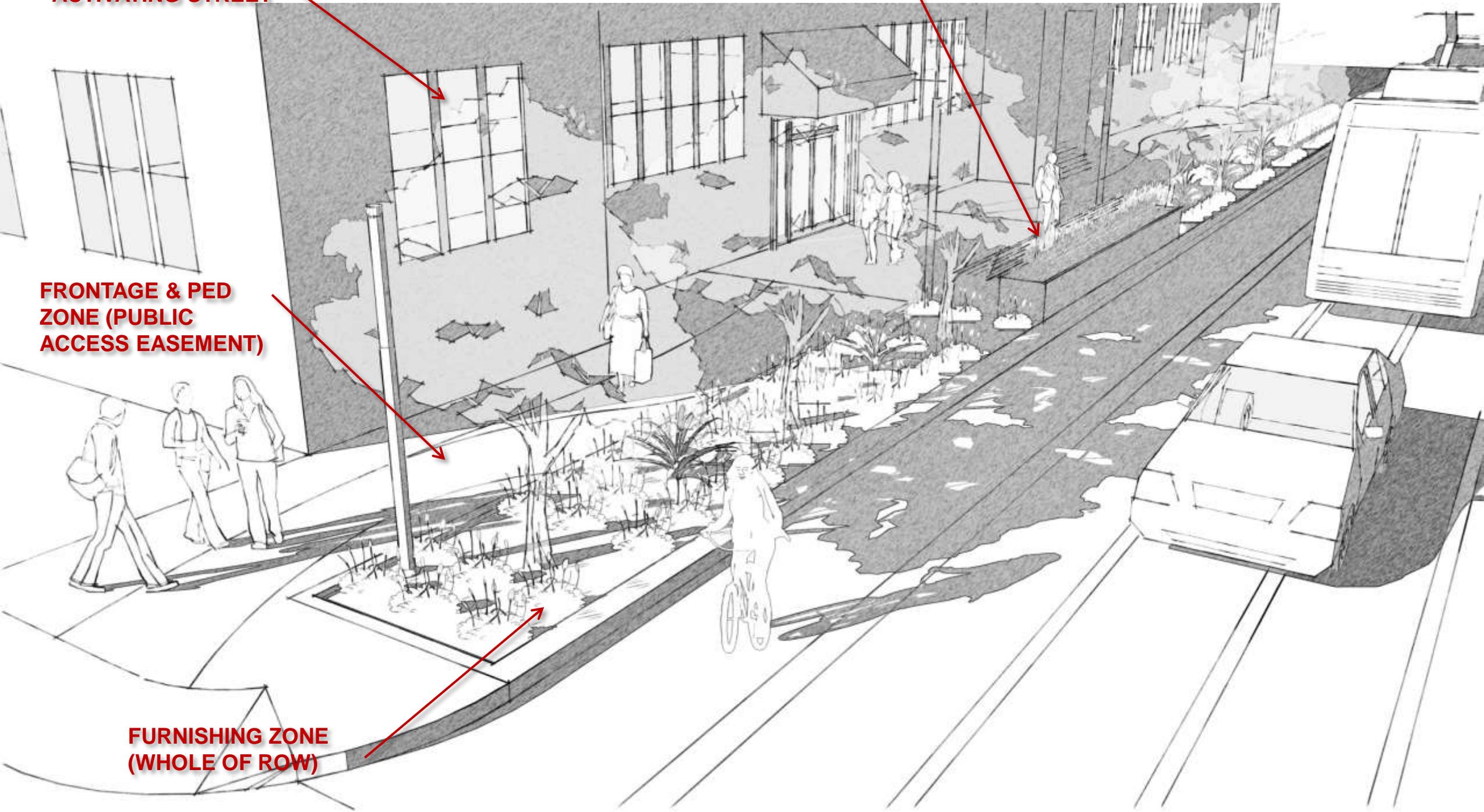
## *Use of Pavers in Streetscape*

**MIXED USE  
DEVELOPMENT  
ACTIVATING STREET**

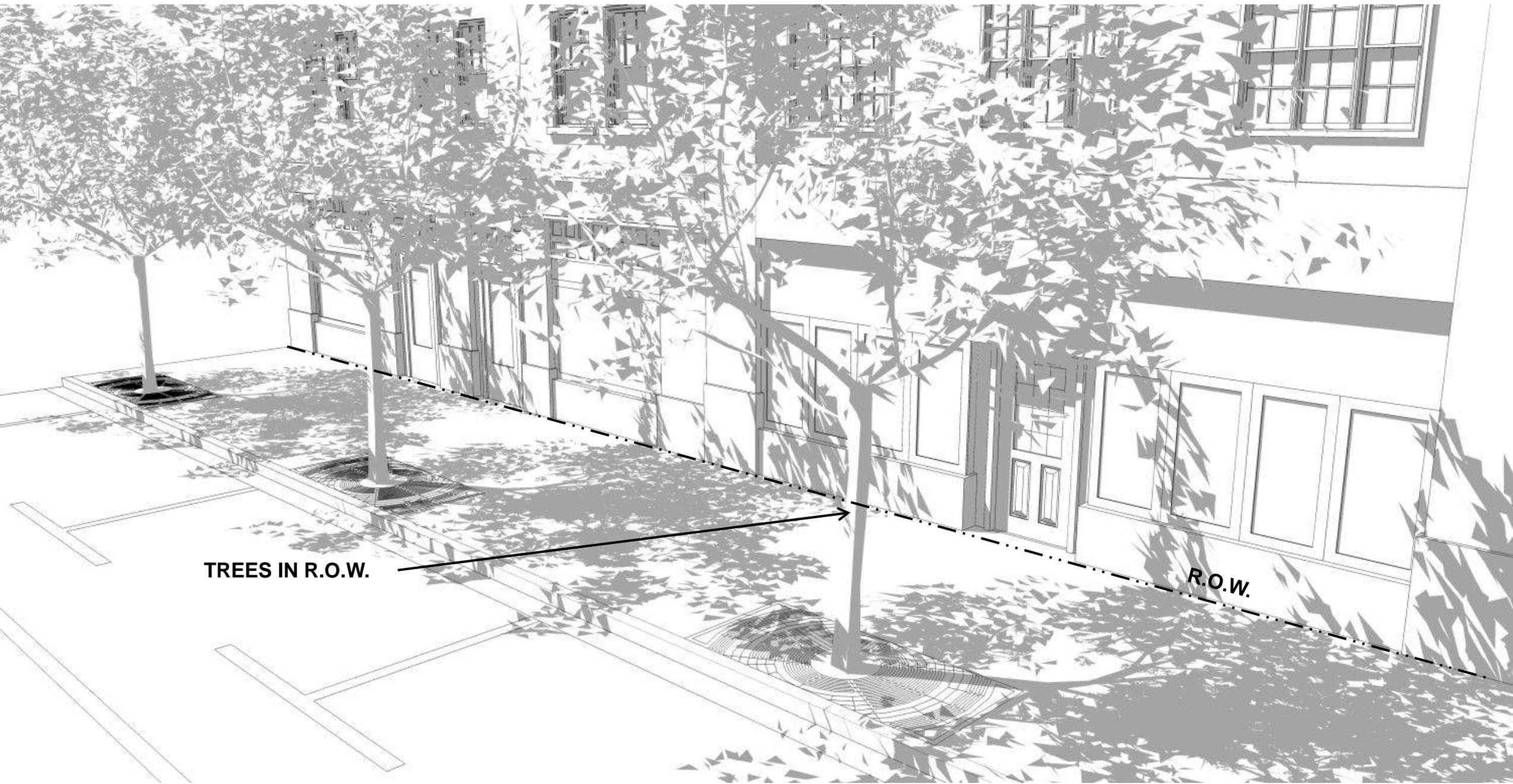
**PEDESTRIAN NODE  
REQUIRING A T.R.E.**

**FRONTAGE & PED  
ZONE (PUBLIC  
ACCESS EASEMENT)**

**FURNISHING ZONE  
(WHOLE OF ROW)**



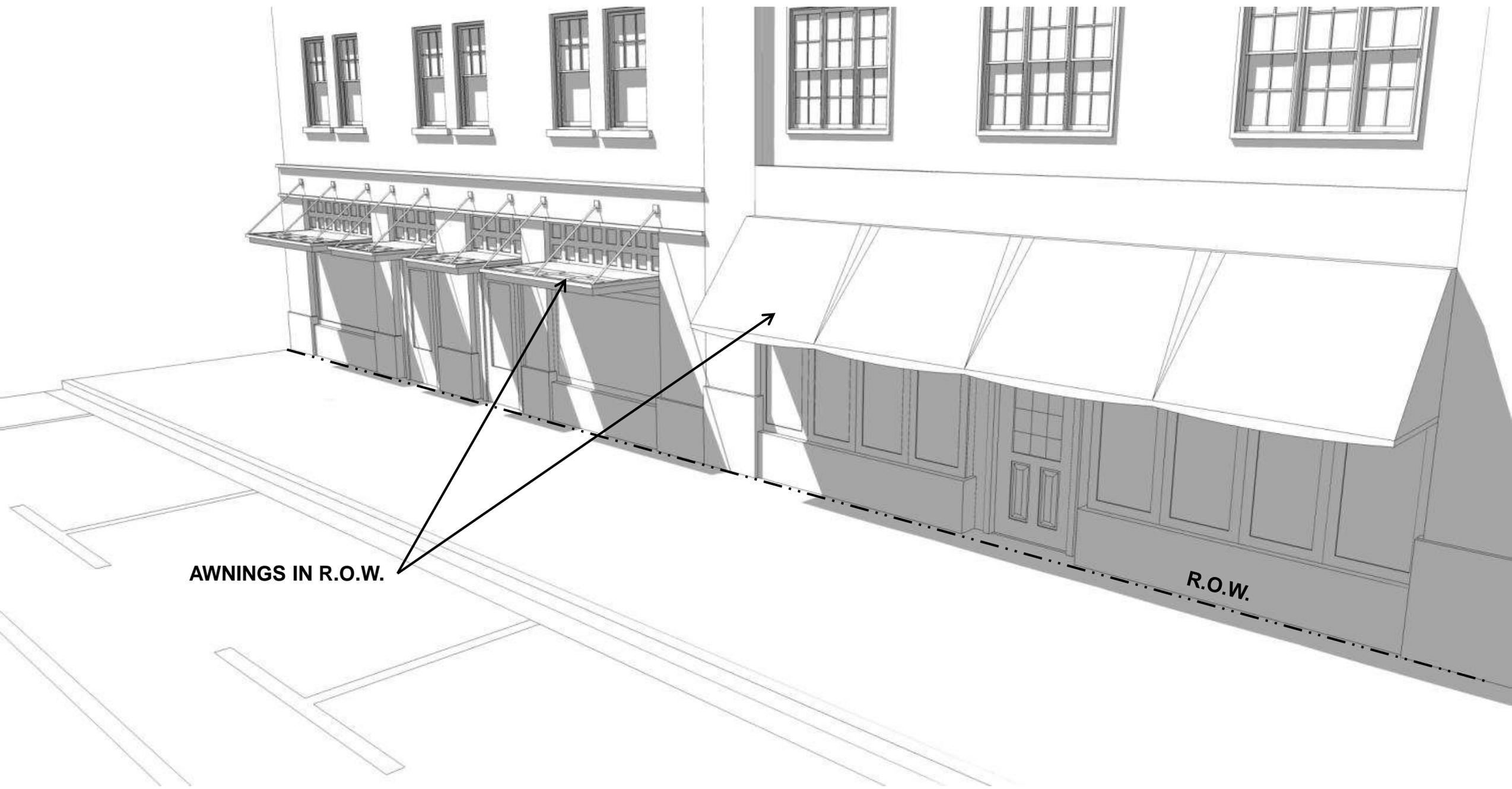
*Origins Gateway Vignette*



TREES IN R.O.W.

R.O.W.

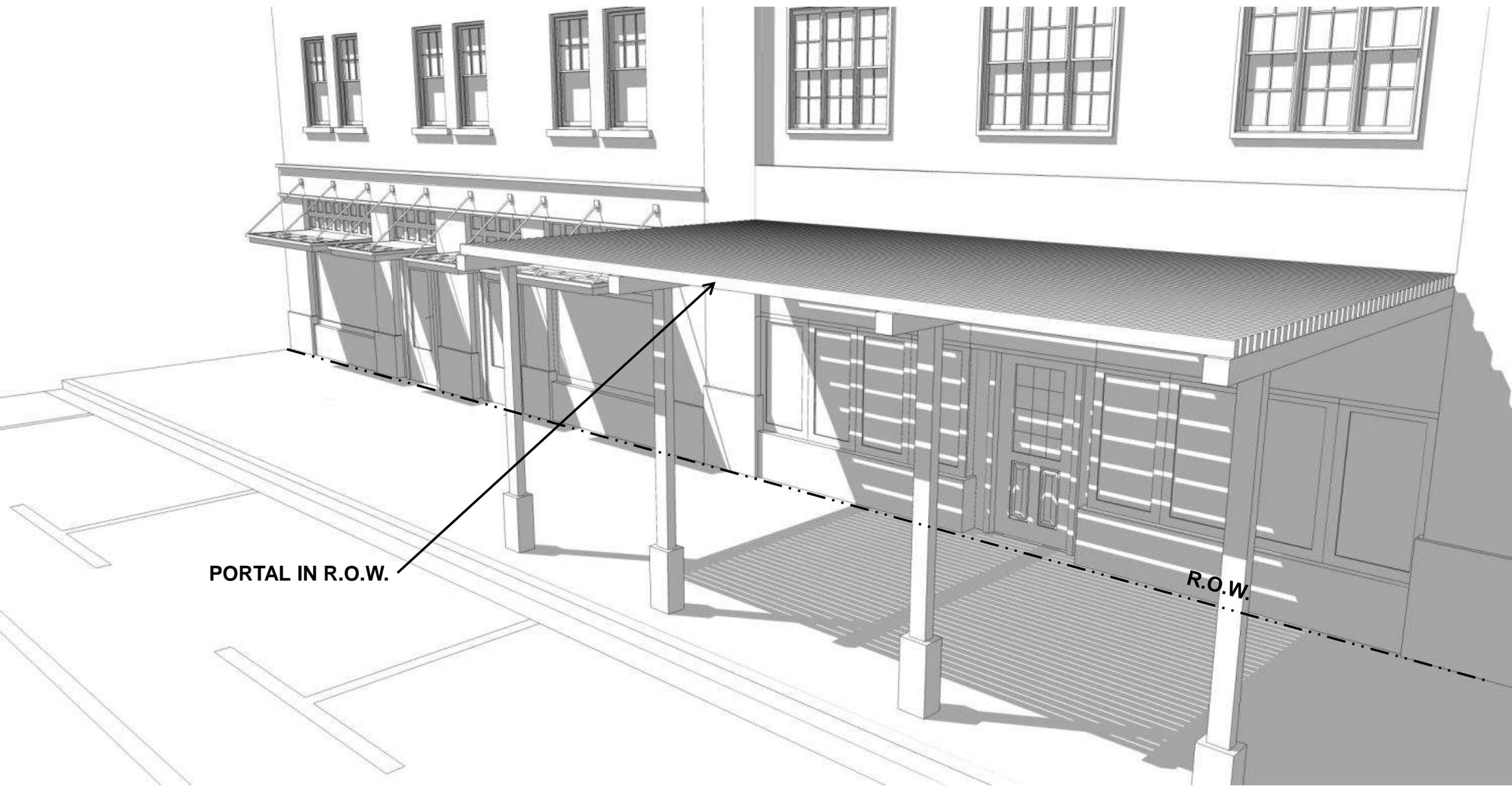
*Shade - Trees*



**AWNINGS IN R.O.W.**

**R.O.W.**

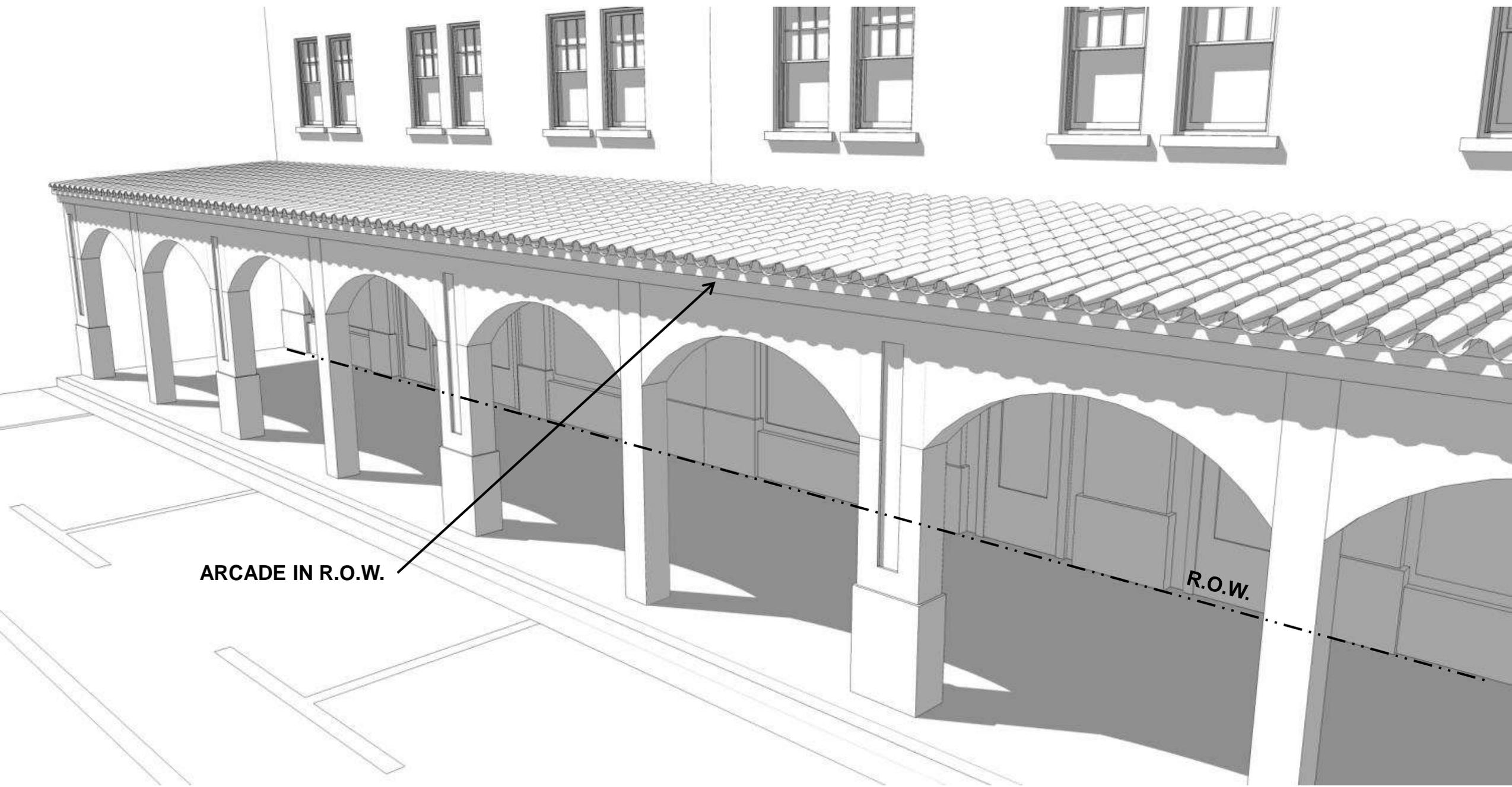
*Shade – Awnings (Zero Lot Line)*



PORTAL IN R.O.W.

R.O.W.

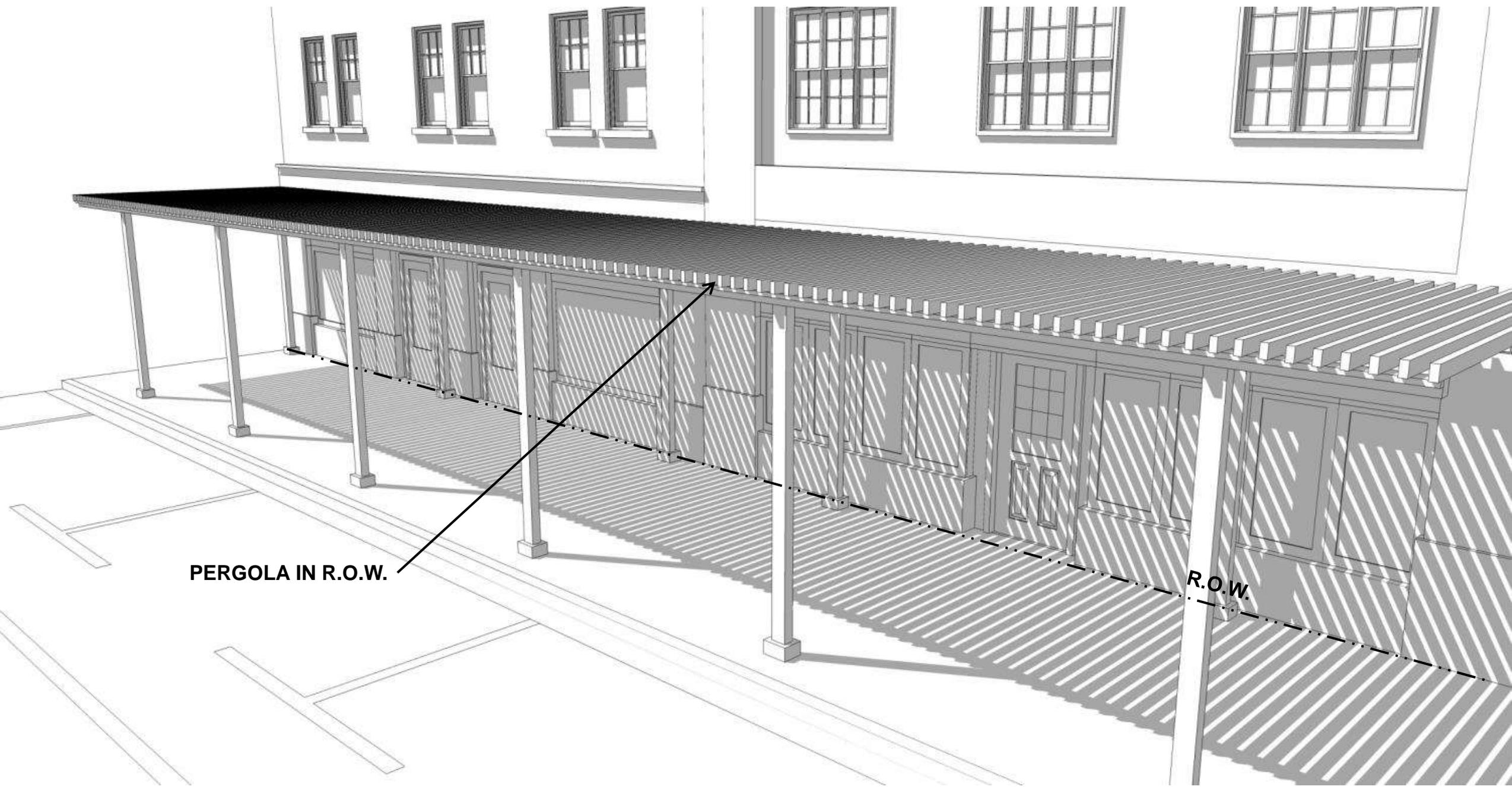
*Shade – Pedestrian Portal (Zero Lot Line)*



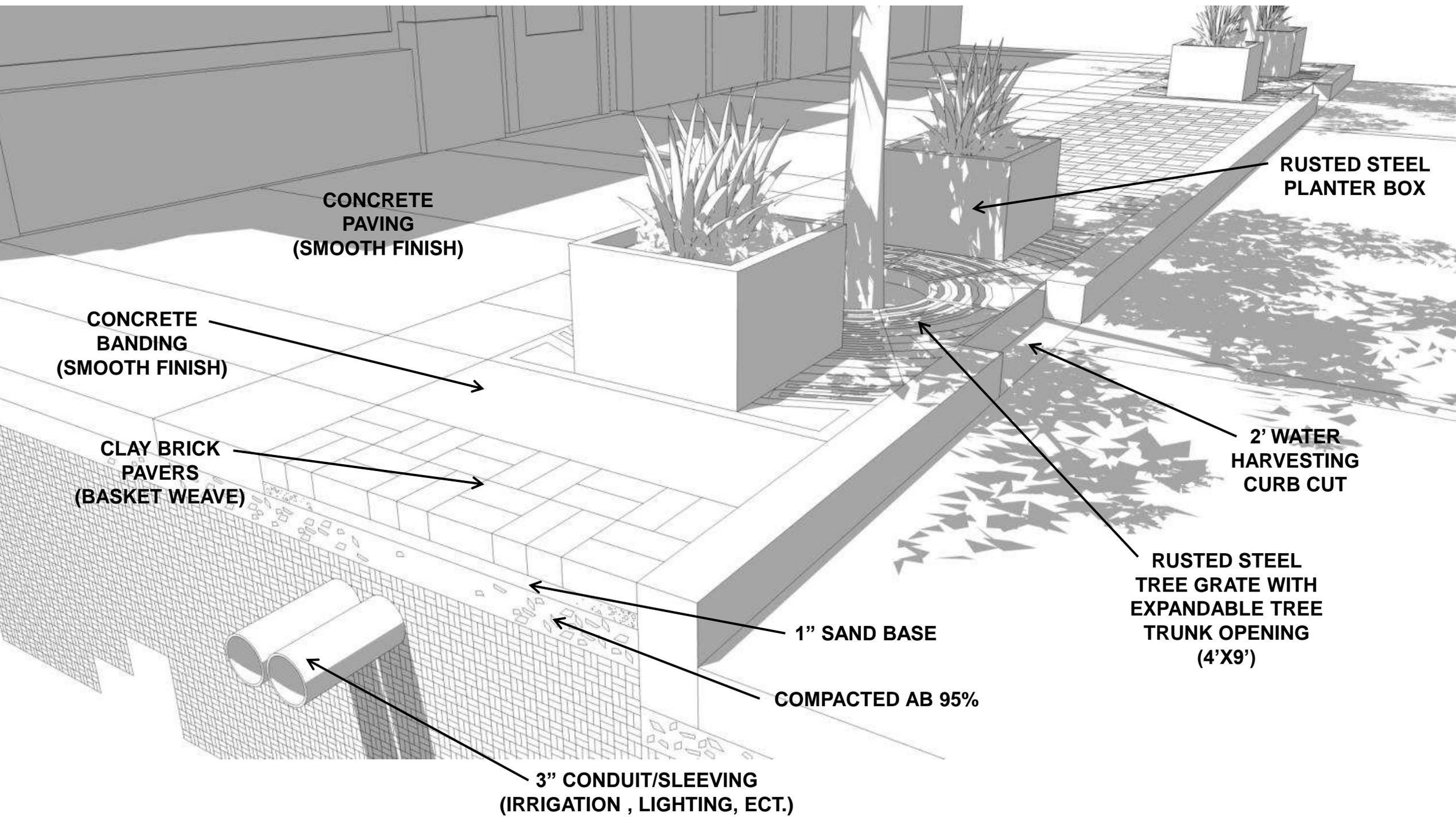
ARCADE IN R.O.W.

R.O.W.

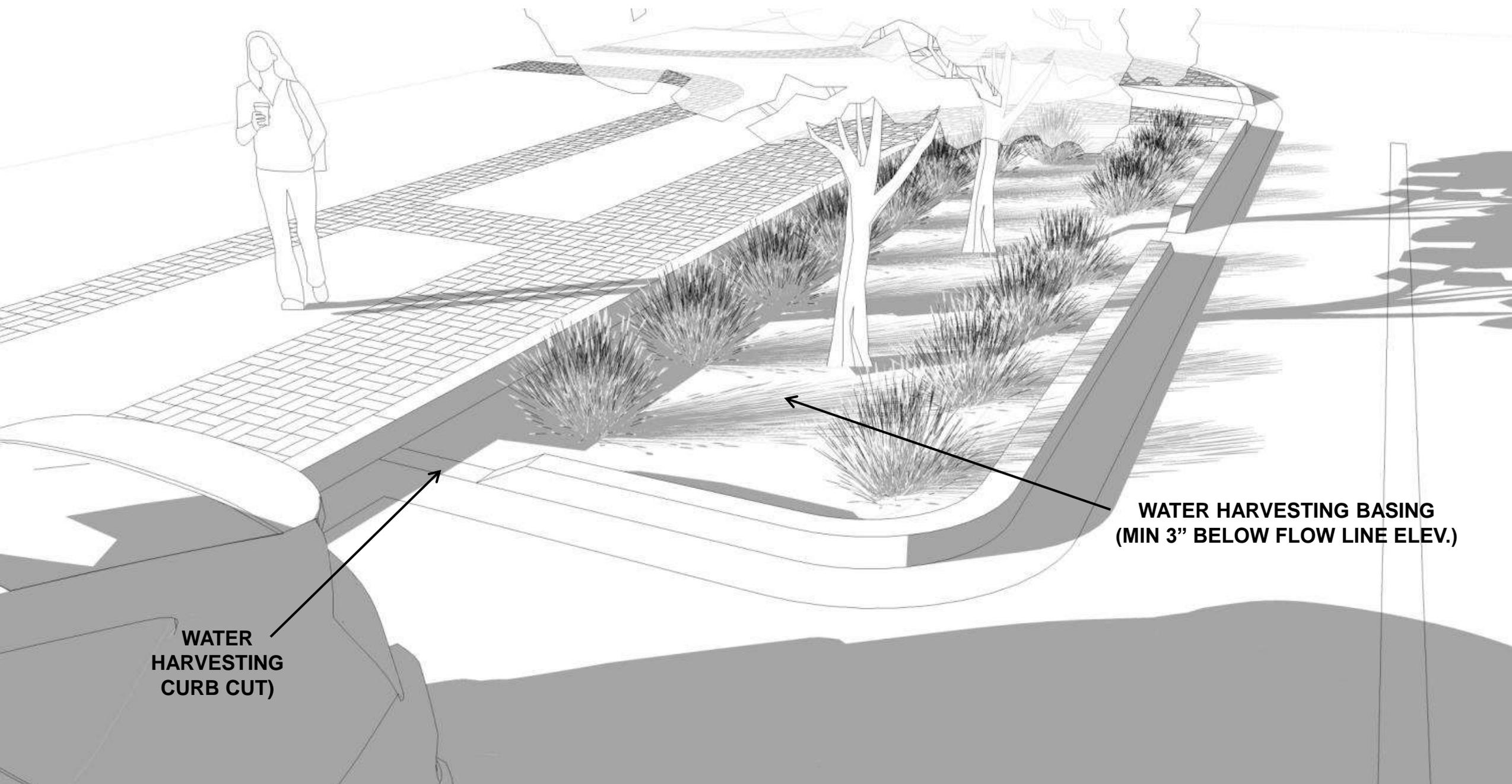
*Shade – Arcade (Zero Lot Line)*



*Shade – Free Standing Pergola (Zero Lot Line)*



*Street Tree Grate and Planting Detail*



WATER  
HARVESTING  
CURB CUT)

WATER HARVESTING BASING  
(MIN 3" BELOW FLOW LINE ELEV.)

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*



## 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**



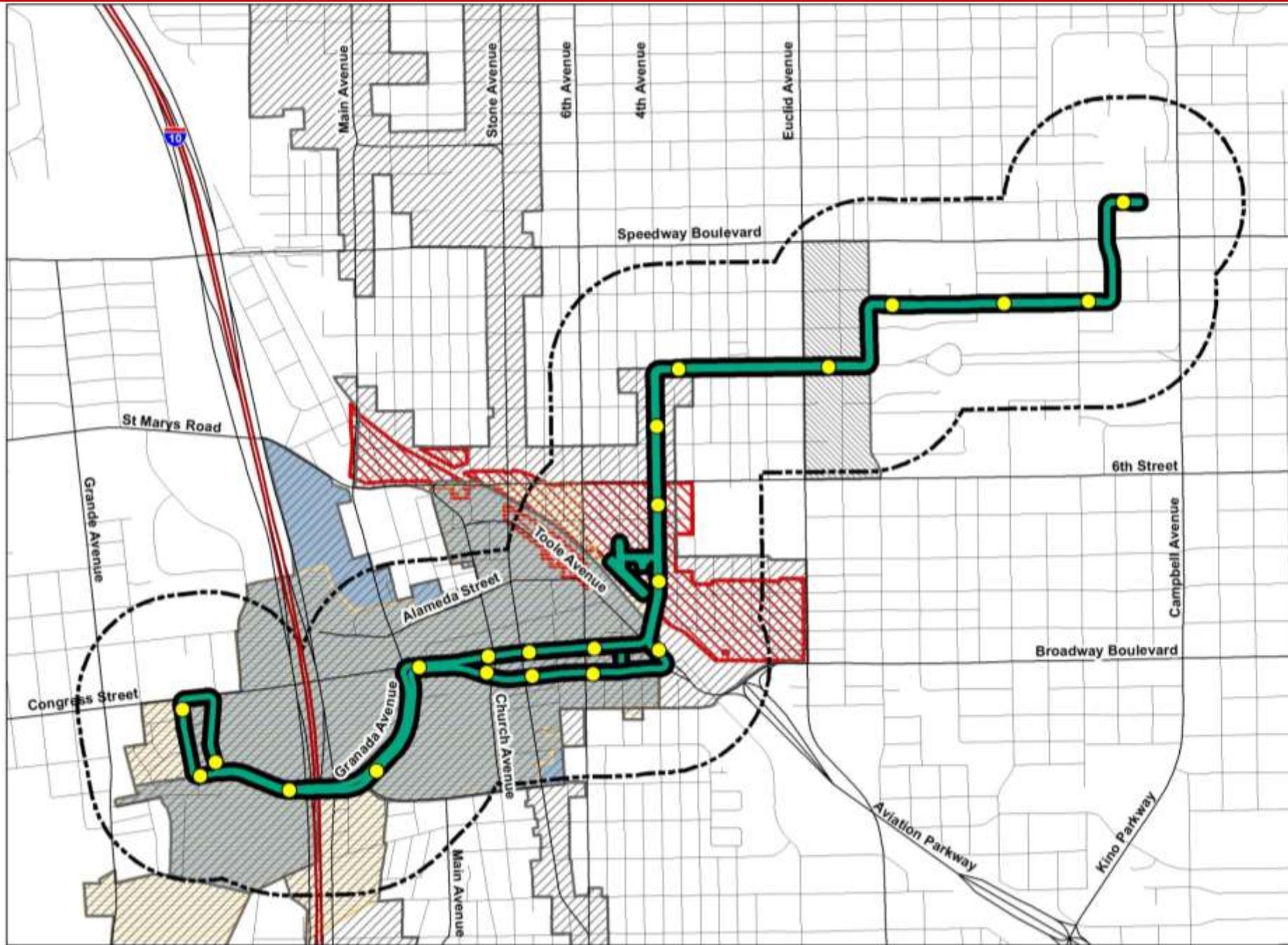
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## Regulatory/Land Use Recommendations



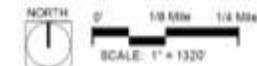
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### Legend

- Major Streets
  - Interstate 10
  - Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - - - Quarter-Mile Focus Area
- ### Overlay Zones
- Downtown Core Subdistrict
  - Downtown Links Urban Overlay District (Proposed)
  - Greater Infill Incentive District
  - Main Gate Urban Overlay District
  - Rio Nuevo Business District

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

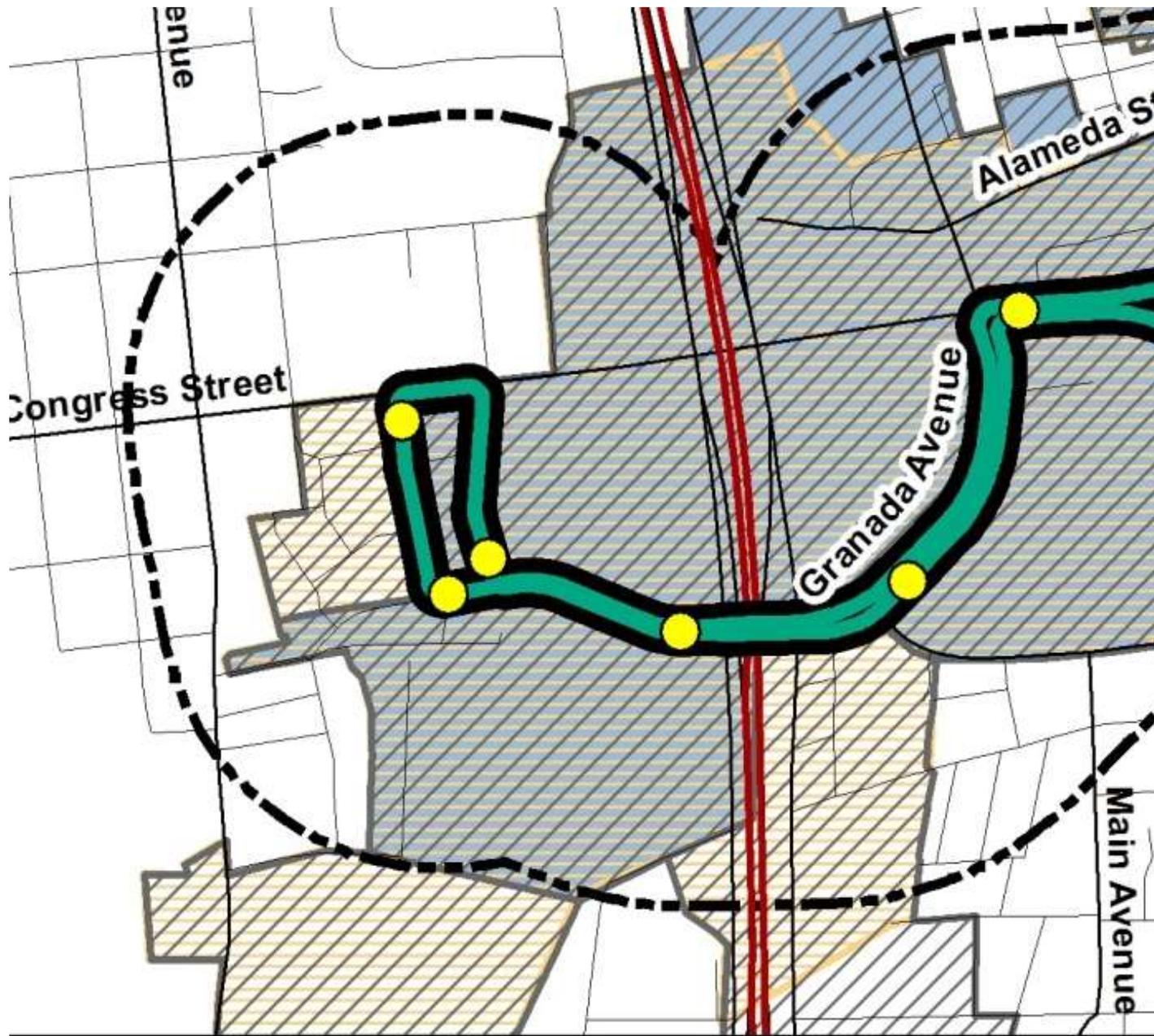


PROJECT: PAG-01 DATE: 10/18/13  
FILE NAME: Exhibit\_7\_Overlay\_Zones.mxd

## Origins Gateway



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## Overlay Zones

- Downtown Core Subdistrict
- Downtown Links Urban Overlay District (Proposed)
- Greater Infill Incentive District
- Main Gate Urban Overlay District
- Rio Nuevo Business District

*Origins Gateway*



### *Downtown Infill Incentive District:*

- Gives flexibility with regard to development regulations for the area
- Does not give guidance on the land uses for the area, circulation, transitions to existing neighborhoods or overall design.

### *Rio Nuevo and Downtown Zone:*

- Includes Design Principles, Criteria, and Design Review through the DRB.



## Design Review

Critical to achieving the goals and vision set forth by the community through the:

- Mercado District plan
- Menlo Park vision
- Mission Gardens/Origins Tucson effort
- Design Charrette



## **RECOMMENDATION: Regulatory Structure**

1. There is complexity and the confusion created by multiple layers of overlay zones Downtown. Zoning Rules should be simplified and merged to the maximum extent possible. Rio Nuevo & Downtown Zone (RND) and Downtown Core of GIID should be merged and include the RND's mandatory design review process.
2. Move to a parcel-based, hot-link GIS mapping system of regulatory requirements. That way developers and neighbors could understand the specific requirements of a given site without having to understand the layers that make up those requirements.

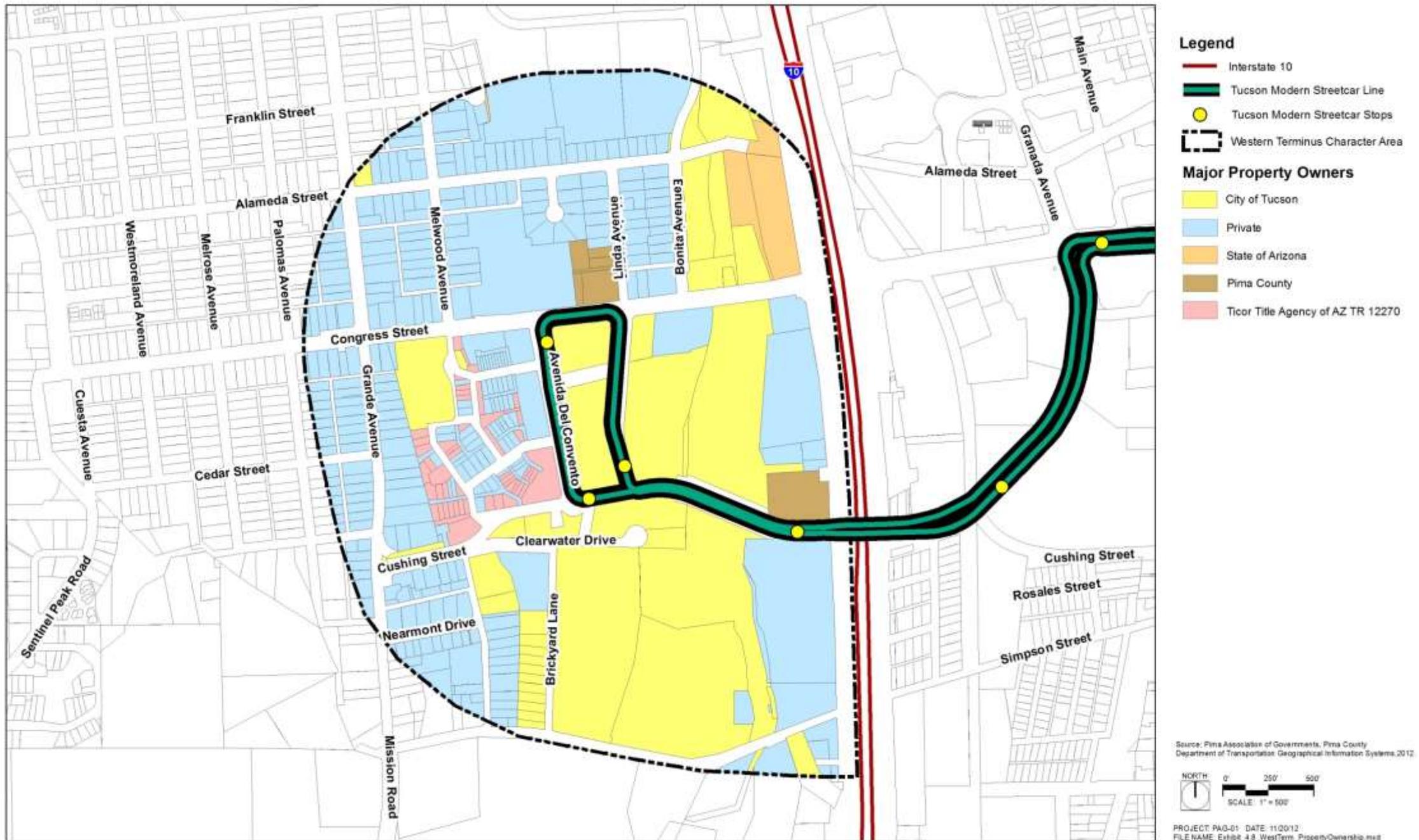


## **RECOMMENDATION: Development Agreements**

1. The large quantity of City-owned parcels provides an opportunity for the City to promote and guide new development.
2. In the past, the City has not always been successful in crafting tight development agreements to benefit downtown and the city as a whole.
3. The Team believes that the City and Rio Nuevo should more assertively utilize development agreements to specify project content and to utilize a professionally-led design review process to ensure the highest quality and most appropriate development on parcels owned by the City of Tucson and the Rio Nuevo Multipurpose Facilities District.



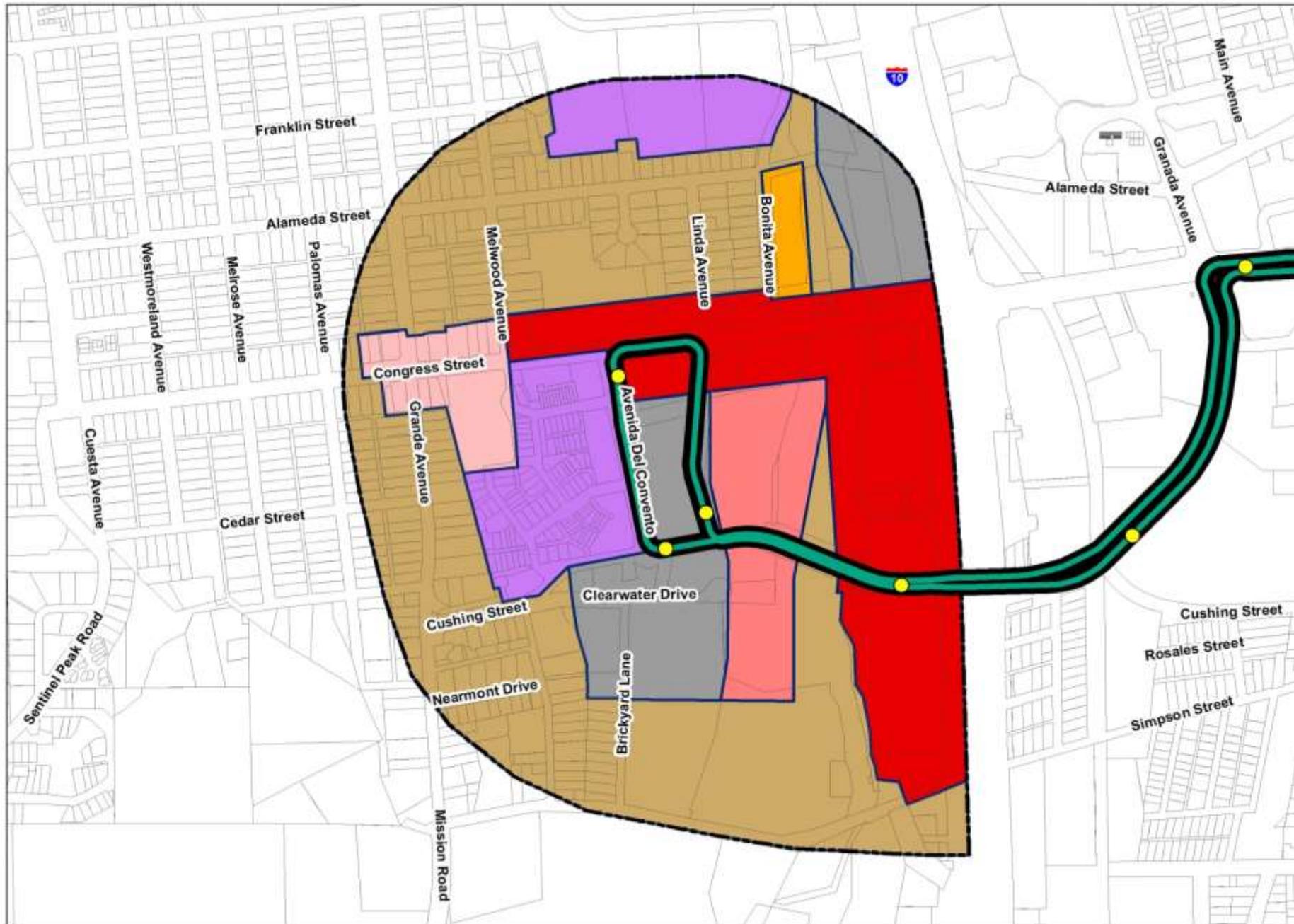
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Origins Gateway



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**Legend**

- Interstate 10
- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Western Terminus Character Area

**City of Tucson Zoning**

- C-1
- C-2
- C-3
- O-3
- R-2
- I-1
- PAD

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

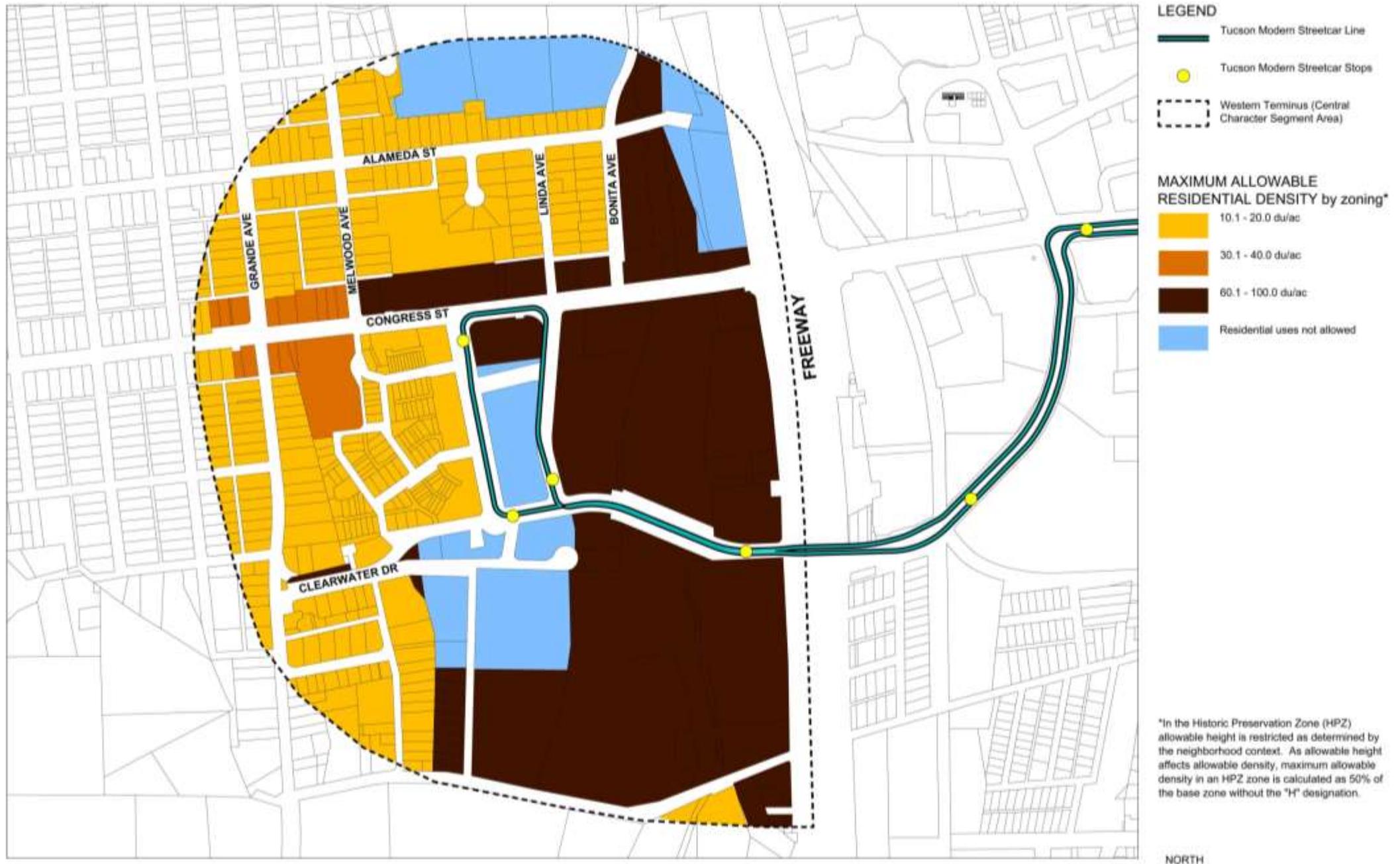
NORTH  
0' 250' 500'  
SCALE: 1" = 500'

PROJECT: PAG-01 DATE: 11/20/12  
FILE NAME: Exhibit\_4.4\_WestTerm\_Zoning.mxd

## Origins Gateway



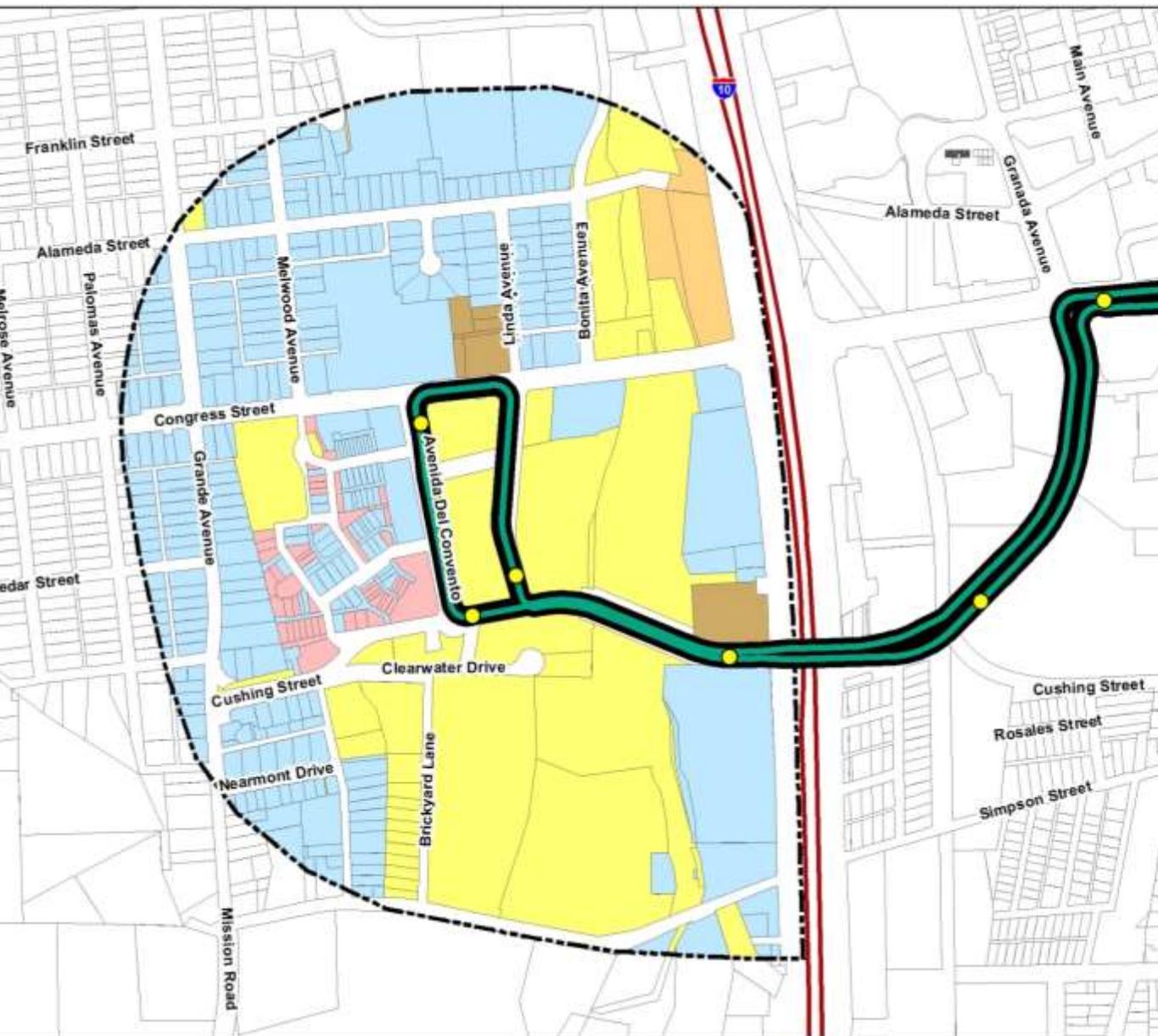
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Origins Gateway



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### Legend

- Interstate 10
  - Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - Western Terminus Character Area
- ### Major Property Owners
- City of Tucson
  - Private
  - State of Arizona
  - Pima County
  - Tior Title Agency of AZ TR 12270

## Recommendation:

Develop a Planned Area Development (PAD) for the City-owned parcels south of Cushing



## Menlo Park Position Paper

- Land uses
- Design
- Parking
- Circulation
- Residential
- Commercial
- Landscaping and Open Space
- Linkages and Buffers
- Green Building/Energy Efficiency
- Neighborhood Resources and Neighborhood Protection
- Unacceptable Elements



## Design Guidelines

- Mixed Use
- Public Realm Definition
- Compatibility
- Building Heights/Setbacks/  
Transitions
- Green Building
- River Park Treatment
- Architectural Styles/Treatments
- Landscape and Buffering
- Open Space





*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. Once an alternate plan is adopted, the SCRAP should be amended to include reference to that.



## Recommendation

A Streetcar route-wide development support organization (like DTP) should be initiated to work with developers to address the individual problems and obstacles of individual sites.



## How do we maintain market rates for Tucson's middle income work force?

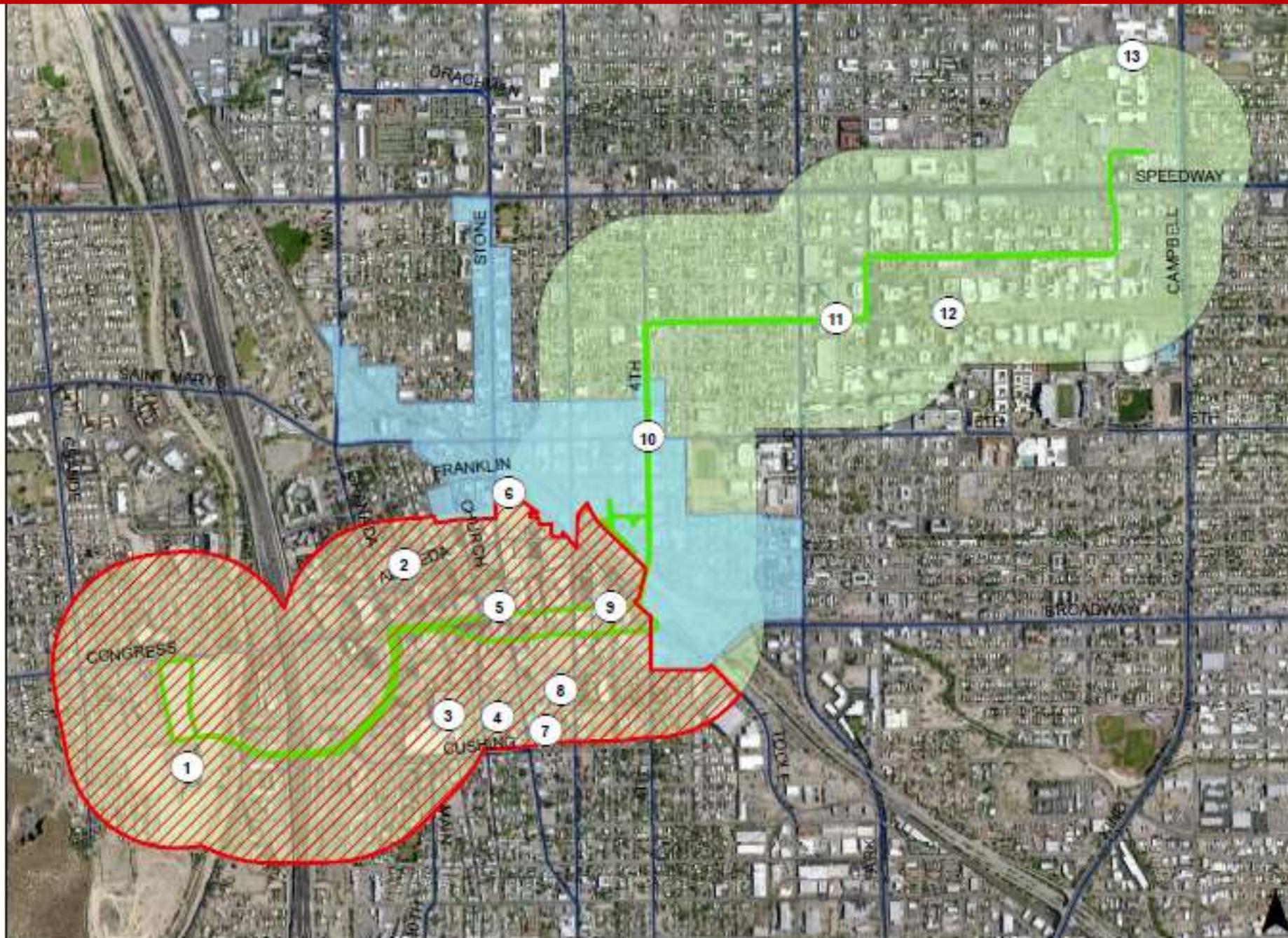
The Streetcar Planning Team recommends offering one or more COT or RN parcels along the Streetcar route for potential **LIHTC (workforce) housing** and to use an RFP process to identify Private/Non-Profit developer partner(s). The next LIHTC application cycle is March 1. The development agreement should mandate quality design and construction.



Escobedo at Verde Vista - Phase II  
Conceptual Exterior Elevation

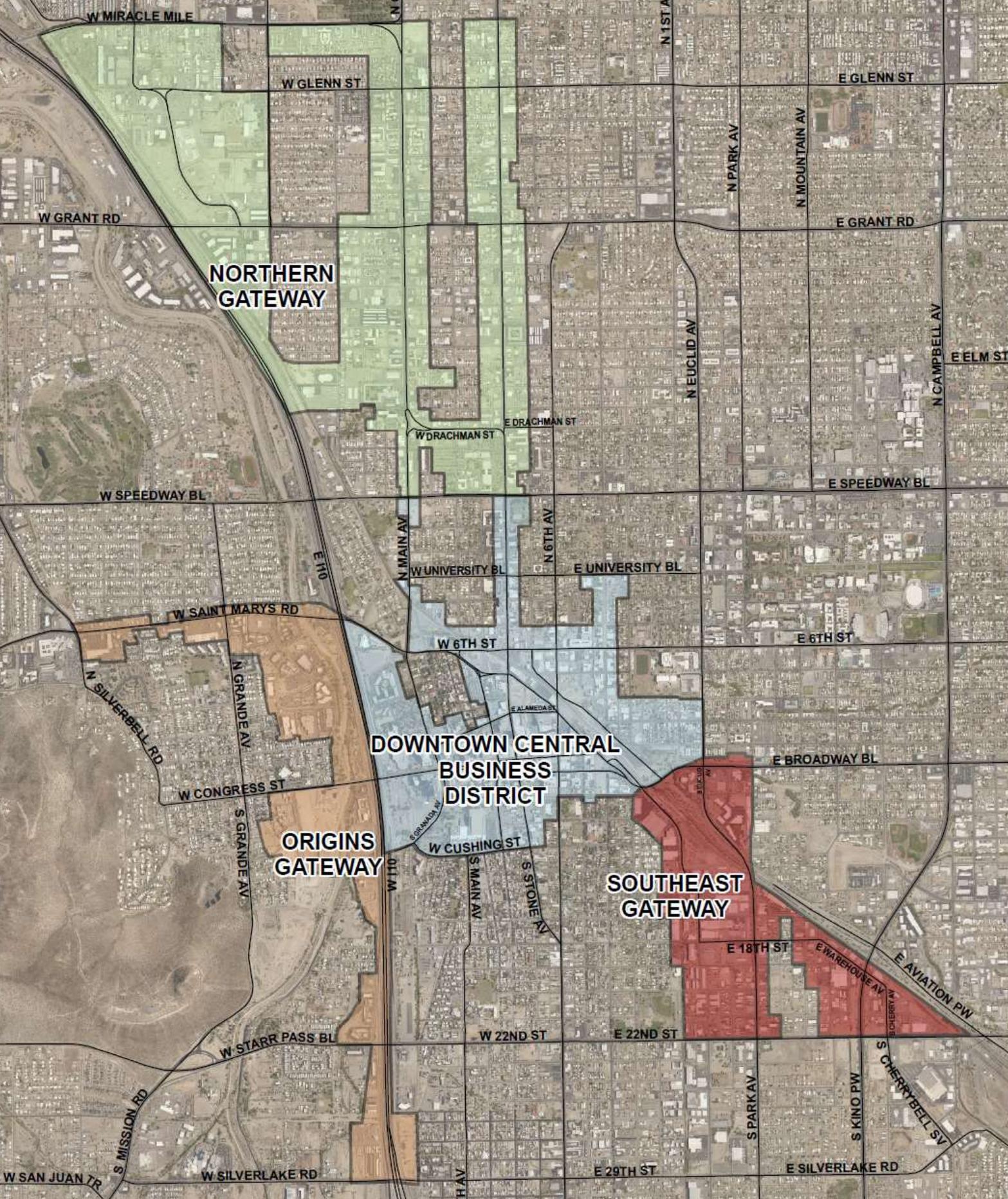


# Streetcar Land Use Plan Design Charrette Followup Meeting



-  ULI Focus Area
-  Modern Streetcar
-  Downtown Links Expansion Overlay
-  Modern Streetcar Land Use Study

*ULI Study*



# Downtown/ Gateway Redevelopment Areas



# Streetcar Land Use Plan Design Charrette Followup Meeting



**Parking**



## Recommendations

- Interim surface parking lot opportunities prior to development taking place
- City construction of/participation in structured parking will be considered for property south of Cushing St. as development plans in that area and adjacent areas are further defined
- One purpose of the ULI process will be to look at shared public parking in the context of recommended land uses and development; we are not recommending building structured parking ahead of development, but rather in coordination with development



# Streetcar Land Use Plan Design Charrette Followup Meeting



**Next Steps**



## Work Products

- Comprehensive Strategy Document
- Streetcar-wide Organizational Structure Plan
- Coordinate IID Design Review with Downtown Links
- PAD Draft/Design Guidelines for Origins Gateway



## Meeting Dates

Mayor & Council Presentation: Sept. 10

Historic Commission: TBD



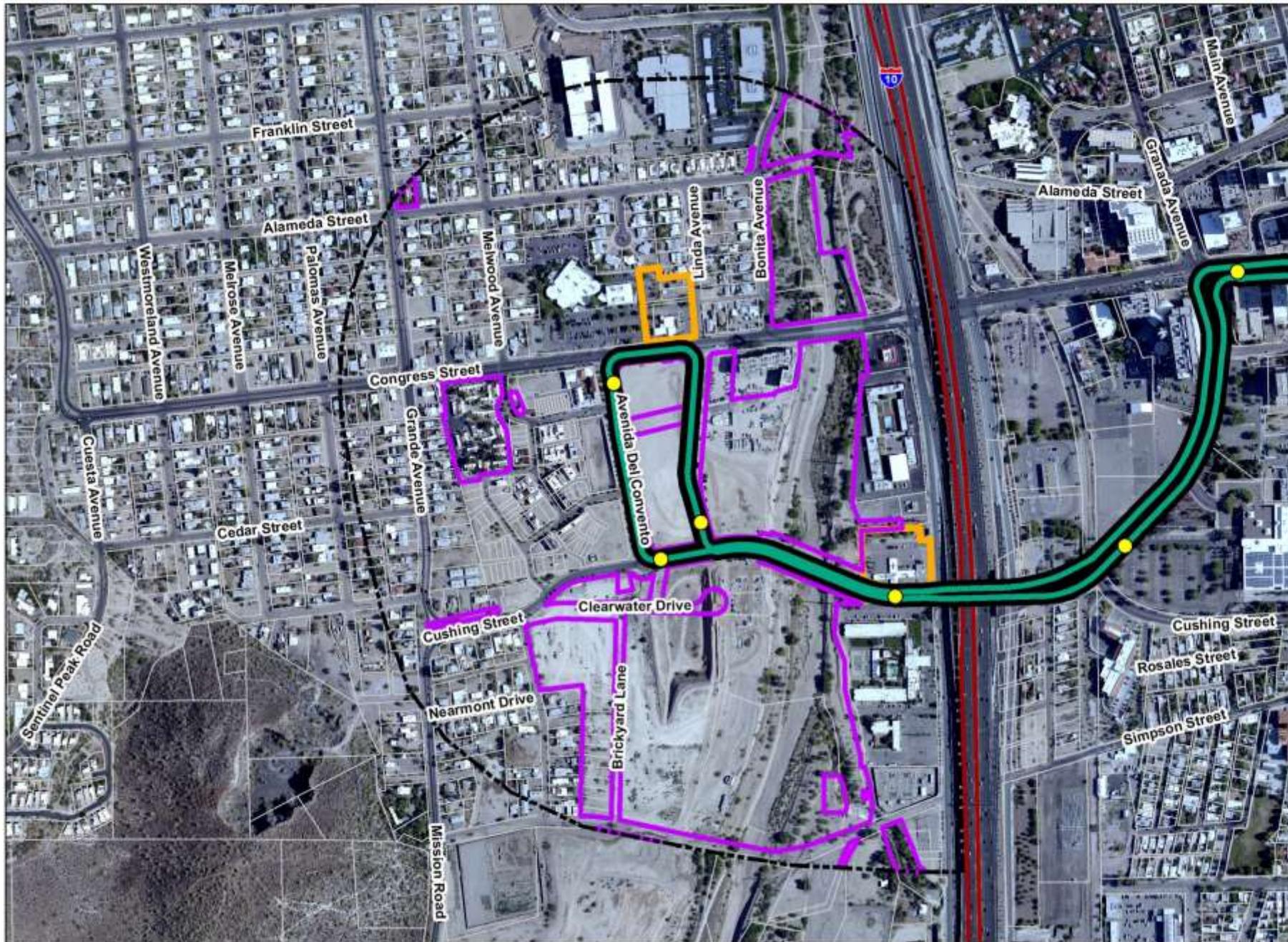
# Streetcar Land Use Plan Design Charrette Followup Meeting



**Comments/Questions?**



# Streetcar Land Use Plan Design Charrette Followup Meeting



- Legend**
- Interstate 10
  - Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - Western Terminus Character Area
- Property Ownership**
- City of Tucson
  - Pima County

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



PROJECT: PAG-01 DATE: 05/29/13  
FILE NAME: Exhibit\_4\_10\_WestTerm\_CoT&PimaCo\_Own.mxd