Bridging the Past While Building A Sustainable Future
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...
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.
Implementing the Vision
Streetcar Land Use Plan
Design Charrette Followup Meeting

Historic Properties
Existing Land Uses
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
General Streetscape Zones and Amenities

- Frontage Zone
- Clear Zone
- Furnishing Zone
- Streetside Parking or Extended Furnishing Zone
- Bicycle Lane
TRE in Extended Furnishing Zone

CLEAR ZONE

EXTENDED FURNISHING ZONE (T.R.E.)

FREE STANDING SHADE STRUCTURE

SET BACK FROM BOC
Parklets in Parking Zone
Origins Gateway – Streetscape Typologies
Origins Gateway – Proposed Materials

TUMBLED AND FIRED RED BRICK - HERRINGBONE

PLANTED ISLANDS W/IN ROW.
LIMITED USE OF TREE GRATES
Origins Gateway – Proposed Materials

PEDESTRIAN LIGHTS

ATTENTION TO DETAIL
Use of Pavers in Streetscape
Use of Pavers in Streetscape

- **Frontage Zone**
- **Clear Zone**
- **Furnishing Zone**
- **Streetside Parking or Extended Streetscape Zone**
- **Bicycle Lane**
Use of Pavers in Streetscape
Origins Gateway Vignette

PEDESTRIAN NODE REQUIRING A T.R.E.

MIXED USE DEVELOPMENT ACTIVATING STREET

FRONTAGE & PED ZONE (PUBLIC ACCESS EASEMENT)

FURNISHING ZONE (WHOLE OF ROW)
Shade - Trees
Shade – Awnings (Zero Lot Line)
Shade – Pedestrian Portal (Zero Lot Line)
Shade – Arcade (Zero Lot Line)
Shade – Free Standing Pergola (Zero Lot Line)
Street Tree Grate and Planting Detail

- **Concrete Paving (Smooth Finish)**
- **Concrete Banding (Smooth Finish)**
- **Clay Brick Pavers (Basket Weave)**
- **1" Sand Base**
- **Compacted AB 95%**
- **3" Conduit/Sleeving (Irrigation, Lighting, Etc.)**
- **Rusted Steel Planter Box**
- **Rusted Steel Tree Grate with Expandable Tree Trunk Opening (4’x9’)**
- **2’ Water Harvesting Curb Cut**
WATER HARVESTING BASING (MIN 3” BELOW FLOW LINE ELEV.)

WATER HARVESTING CURB CUT)
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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**
Streetcar Land Use Plan
Design Charrette Followup Meeting

Regulatory/Land Use Recommendations
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

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.
Origins Gateway
Streetcar Land Use Plan
Design Charrette Followup Meeting

Origins Gateway
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

Origins Gateway
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:**

**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.
Downtown/Gateway Redevelopment Areas
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
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

Next Steps
Comments/Questions?
Streetcar Land Use Plan
Design Charrette Followup Meeting