Streetcar Land Use Plan
Design Charrette Followup Meeting

Bridging the Past While Building A Sustainable Future
Streetcar Land Use Plan
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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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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 Corridor Neighborhoods
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Streetcar Corridor Character Areas
Fourth Avenue Business District

- This is a **thriving business** district offering opportunities for high-quality mixed-use activity nodes, infill development and redevelopment.

- The **Warehouse Triangle** develops as a high-rise, high-intensity district with mixed uses, an arts focus, varied building massing, and quality streetscapes.

- Historic 4th Avenue itself is protected from **inappropriately-scaled development**. New development enhances the area’s character. It retains a strong pedestrian scale, safe bicycle access/parking, and a rich public realm.

- **Locally-owned** retail and services predominate.

- A **central parking** structure to the west serves this area.

- The **Iron Horse** historic neighborhood is protected from poorly scaled and inappropriate development.

- 6th Street @ 4th Avenue is a moderately-scaled **landmark activity node**.

- 4th Avenue north of 6th Street continues as a vibrant commercial district, but **respectful of its West University** neighbor.

- **Excess surface parking** is replaced with neighborhood-compatible development.
The Historic West University Neighborhood remains protected by its status as an **Historic Preservation Zone** and its listing on the National Register of Historic Places.

Infill development in the few opportunities is **compatible** in density, character, scale, form, use and height with adjacent development.

**Streetscape improvements** throughout West University provide comfortable, safe, shaded and green connectivity for pedestrians throughout the area and to the streetcar line.

Cut-through **traffic and intrusive parking** are controlled.
Implementing the Vision
Fourth Avenue Character Area – Existing Land Uses
Fourth Avenue Character Area – Historic Properties
Fourth Avenue Character Area – Vacant/Underutilized Land
University Boulevard Character Area – Existing Land Use
Streetcar Land Use Plan
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University Boulevard Character Area – Historic Properties
TUCSON MODERN STREETCAR

University Boulevard Character Area – Vacant/Underutilized Properties
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

- FRONTAGE ZONE
- CLEAR ZONE
- FURNISHING ZONE
- STREETSIDE PARKING OR EXTENDED FURNISHING ZONE
- BICYCLE LANE
TRE in Extended Furnishing Zone
TRE in Frontage Zone
Parklets in Parking Zone
WUNA Streetscape – University Boulevard
WUNA Streetscape – University Boulevard

- Bump-outs at corners
- Ped light standard
- Brick paver to both sides of walk
- Identity element
- Tree grates (commercial)
- Tree planters (residential)
- Tre w/ seating & shade
BUMP-OUTS AT BLOCK ENDS

PED LIGHT STANDARD

UNIFORM TREE SPECIES

PAVERS AT CORNERS

BIKE PARKING

WUNA Streetscape – 6th Avenue
WUNA Streetscape – Residential Street
WUNA Streetscape – Residential Street

UNIFYING GROUND PLANE
ECLECTIC TREE SPECIES
PLANTING AT CORNERS
PED LIGHT STANDARD
WUNA Streetscape – Living Streets (Woonerf)
WUNA Streetscape – Living Streets (Woonerf)
WUNA Streetscape – Living Streets (Woonerf) Examples
DESERT WILLOW

PALO VERDE

MESQUITE

ALEPPO PINE

DATE PALM

EUCALYPTUS

WUNA Streetscape - Materials
CONCRETE WALK WITH RED PAVER BANDS

UNIFORM CRUSHED GRANITE AND DECOMPOSED GRANITE

4X9 WEATHERED STEEL TREE GRATES
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)
Pedestrian Street Lighting Alternatives
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**
Regulatory/Land Use Recommendations
Regulatory/ Land Use Recommendations

1. Expand Downtown Links UOD to subsume the central portion of the Infill Incentive District and reframe the IID area requirements though a new public process.

   - Requires Mayor and Council Authorization (September 10?) to expand boundaries.
   - Requires an evaluation of Prop 207 issues.
   - Would entail a new content-driven public process (6+ months?) to determine the character and details of new DL-UOD/IID.
   - Goal would be to be consistent with West University Plan and avoid Plan Amendment.
   - Inconsistencies w Plan would require Plan Amendment and would extend time-frame.
PDSD interpretation of Mayor and Council Direction March 19, 2013

• Give more prominence to neighborhood protection
• Clarify the role of formal commitments that run with the land
• Provide for an improved design review element
• Ensure the IID stays an incentive
• Look to not create redundancy with other overlays such as the proposed Downtown Links overlay and IID as is practical
• Work with the Streetcar Land Use Plan consultant team to ensure consistency with streetcar corridor planning
Regulatory/ Land Use Recommendations

The DL-UOD has several deficiencies as currently written:

1. It doesn’t have a process for design review.
2. It doesn’t deal with 4th Ave north of 6th Street or the north side of 6th west to Stone.
3. It leaves parts of Iron Horse (north) and Armory Park in IID, out of DL-UOD
4. It doesn’t resolve streetscape design and funding issues.
5. The parking recommendations need further study.
6. Parking incentives may not be attractive if IID offers same relief without *quid pro quo*.
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Regulatory/ Land Use Recommendations

2. In the revised/expanded DL-UOD look closely at Group Dwelling as an allowable use. (This is the use that allows rental by the bedroom for student housing.)
Regulatory/ Land Use Recommendations

3. For the northern “hammerhead” of the IID, consider an alternate process for key development sites.
3. For the northern “hammerhead” of the IID, consider an alternate process for key redevelopment sites. Developers to work with WUNA, FAMA, Ward 6 for an “H-PAD.”
Parking
Parking Plan Objectives

- Incorporate parking into a rapidly urbanizing area with increasing parking and land use conflicts.
- Integrate parking into a multi-modal transportation system anchored by streetcar.
- Accommodate economic growth that is already happening and will likely accelerate.
- Protect neighborhood quality of life.
Strategies

- **Market pricing** of on-street parking in commercial areas.
- Encourage **long-term parkers** (employees, students) to **park off-street**.
- Encourage visitors arriving by car to **park once** and walk or use the streetcar for the rest of their visit.
- Fund public off-street **structured parking**, located away from neighborhoods.
- **Discourage new residents from owning, storing, using cars.** Encourage them to use streetcar, car-sharing for occasional car trips, walk, bicycle, etc.
- **Maximize existing parking** resources.
Tactics

- Incorporate smart “urban” parking policies into Downtown Links Urban Overlay District, Infill Incentive District.
- Encourage use of existing garages and lots on the Downtown side of railroad tracks and west of 4th Ave.
- Implement a car-sharing program.
- Install “smart” parking meters in the 4th Avenue business district, portions of Warehouse District.
Tactics

• Establish a “Parking Benefit District”, reinvest portion of surplus from paid on-street parking revenue to off-street facilities.
• Construct structured public parking west of 4th Avenue, south of 6th Street, as part of a to-be-identified mixed-use development.
• Address off-street needs north of 6th Street.
• Resolve conflicts at “interface” areas.
Neighborhood/Commercial Interface

Areas where commercial or non-residential activity is adjacent to residential neighborhoods experience unique challenges that require more creative and "finely-grained" parking solutions.

Examples

- Businesses adjacent to Residential Permit Parking zones.
- Tucson High School
- Historic YWCA
Residential Permit Program

• Maintain fees at current levels.
• Improved Customer Service:
  – On-line permitting and purchase of visitor passes.
  – After-hours phone-in service requests for 24/7 permit-holders.
• Reinvest net proceeds of permit program into neighborhood with infrastructure support.
Implementation Timeline

- Ongoing meetings with stakeholder groups: WUNA, Pie Allen, Iron Horse, WAMO, FAMA, Tucson High School

- Present draft plan to ParkWise Commission on August 20

- Present to Mayor and Council, Fall 2013

- Ongoing procurement of “smart” meters, with contract to be awarded Fall 2013

- Meters and associated infrastructure (signage, striping, etc.) installed by early 2014, and go live.

- Parking policies for private-sector development to be incorporated into larger regulatory process (Downtown Links UOD, etc.)
West University/4th Avenue Character Areas: Proposed On-Street Parking Management (Draft)

LEGEND

Parking Program
- Residential Permit Program: Monday - Friday 8am - 5pm
- Residential Permit Program: 24 Hours
- Proposed Time-Restricted Free Parking or Permit Parking
- No Parking from 10PM-6AM
- Free Parking 6AM-5PM 24 Hours
- Residential Permit Parking 5PM-6PM & Sat & Sun
- No Parking
- Proposed New Meter Areas
- Proposed Loading Zones

[Map showing parking management areas with different zones marked by lines and colors]
Work Products

• Comprehensive Strategy Document
• Streetscape Manual
• Streetcar-wide Organizational Structure Plan
• HPAD Zoning Text Amendment Draft
• Overall Parking Plan (ParkWise)
• Kickoff of Downtown Links process for proposed new sub-areas (8 months duration)
• Coordinate IID Design Review with Downtown Links

Next Steps
Meeting Dates

Community meetings

Eastern Terminus & Main Gate
Date/Time: Monday, August 12th 6:00 PM
Location: UA Student Union, 1303 E University Blvd., 2nd Floor - Kiva Room

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?