Bridging the Past While Building A Sustainable Future

Identity/Character/Sense of Place
Historic Preservation/Authenticity
TOD/Feasible Land Use Mix
Modal Choice/Living Streets
Place-making Destination
Economic Development
Walkability/Connectivity
Infill/Redevelopment
Housing Economics
Implementation
Long-range Livability/Viability
Sustainability

SunLink – Tucson Modern Streetcar

Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette
SunLink – Tucson Modern Streetcar

Your Team!
Project Overview
What is a Modern Streetcar?
<table>
<thead>
<tr>
<th></th>
<th>Commuter Rail/Subway</th>
<th>Light Rail</th>
<th>Modern Streetcar</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operation</strong></td>
<td>Exclusive Right-of-way</td>
<td>Typically in exclusive lanes</td>
<td>Shares lane with traffic</td>
</tr>
<tr>
<td><strong>Traffic Control</strong></td>
<td>Grade separation / track signals</td>
<td>Track signals, signal pre-emption</td>
<td>Signal priority</td>
</tr>
<tr>
<td><strong>Travel Speeds</strong></td>
<td>40+ mph</td>
<td>25 – 55 mph</td>
<td>25 – 35 mph</td>
</tr>
<tr>
<td><strong>Typical stop spacing</strong></td>
<td>&gt;½ mile</td>
<td>¼ mile to 1 mile</td>
<td>2 blocks to ½ mile</td>
</tr>
<tr>
<td><strong>Ridership Capacity</strong></td>
<td>Very High</td>
<td>High</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

Modern Streetcar, Light Rail and Commuter Rail/Subway
Why Are We Doing this Land Use And Development Implementation Plan?
Tucson is an Invertebrate City!
Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette

Tucson is an Invertebrate City!
The Streetcar is a Backbone for our Evolution
But Why Do We Care About That?
Streetcar Connects to Major Employment Centers
We Are Losing Our Youth to Other Cities
U.S. Conference of Mayors, Washington, D.C.
Jan. 19, 2012

Mayor Mick Cornett, Chairman, Republican Mayors:

Asked about the success of Oklahoma City while other cities struggle.....

‘We are focused on attracting and keeping the 20-somethings in Oklahoma City’.... “We have been able to convince the people in the suburbs that the vibrancy of the core is directly proportional to the quality of life in the suburbs. People in the suburbs have been willing to invest in the core.”

A 1% capital investment has been approved 3 times.
Streetcar Path Connects Neighborhoods
We Have Had Some Divisive Issues Lately
Cacophony of Overlays
To successfully add density in the Streetcar Corridor, we need to:

- Have a surgical and smart, lot-by-lot approach
- Protect neighborhoods
- Protect historic structures
- Take advantage of transportation modal choices
- Focus on employment and other activity trips
We Can and We Need to Do Better!
OUR GOAL IN THIS PROJECT IS TO CREATE A DISTRICT OF URBAN CHOICE IN WHICH APPROPRIATE DEVELOPMENT TAKES FULL ADVANTAGE OF TUCSON’S $180 MILLION STREETCAR INVESTMENT WHILE WE PROTECT NEIGHBORHOODS AND OUR HISTORIC RESOURCES.

We Can and We Need to Do Better!
Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette

Housing Economics – Student Housing
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Housing Economics – Affordable Housing
Streetscapes and Walkability

- No consistent design standards
- No funding
- No connectivity
Residential Density Capacity (per current zoning)
Corridor Heterogeneity
Authenticity, Character, Identity, Distinct Local Flavor and Sense of Place
Environment, History, Heritage, Roots, Uniqueness, Diversity
Land Use and Development Implementation Plan
Design Charrette

Eastern Terminus
Central Segment – University Boulevard
Central Segment – 4th Avenue Business Center
Land Use and Development Implementation Plan
Design Charrette

Downtown Entertainment District - Congress and 4th Av Activity Center
Land Use and Development Implementation Plan
Design Charrette

Downtown Cultural/Convention Center
Character Area Specific Treatments

- Edge Treatments
- Culture, Heritage & History
- Character & Identity
- Sense of Place
- Walkability/Connectivity
- Design Compatibility
- Sustainability
- Definition of the Public Realm
- Modal Choices
- Street Infrastructure
Facts You May Not Know...
Downtown Revival

• Since 2008, nearly 50 new restaurants, cafes and bars have opened and expanded downtown pouring more than $12.4 million in private investment into the area.

• The private and public investment in the past five years totals nearly $800 million.

• Multi-family housing developers have spent $90.9 million into six different projects.

• Investments in office buildings include $81.1 million spent on new projects and improvements to new buildings.

• One investor alone invested $2 million in three locations: The Hub; The Playground; and Lulu’s Shake Shop.
Commercial Office Space

- Tucson has a poor job market as indicated by its lack of commercial office space
- Tucson has 50% of the commercial office space per capita of comparable cities
- As a standard most cities have 35% of all commercial office space downtown. In Tucson, it is less than 10%
UA Students/Employees within 1 Mile of Campus

- 80% walk, bike or take transit (most walk)
- 15% drive

UA Students/Employees within 2 Miles of Campus

- 65% walk, bike or take transit (most bike)
- 35% drive
Vehicular Parking

- Most public garages are near the streetcar line
- More than 35,000 vehicular parking spaces
- Overall amount of parking is sufficient, but demand exceeds supply in some areas – need to rebalance parking
- Parking requirements reduced 25% within City’s Greater Infill Incentive District (IID), no parking requirements within the Downtown Core Sub-district
- There are 14 neighborhood parking permit programs
Bicycle Parking

• 12,000 bicycle parking spaces at UA, more limited downtown

• Demand exceeds supply in several areas
Design Charrette Process
The French word “charrette” means "cart" and was used to describe the final, intense work effort by art and architecture students to meet a deadline.

At the École des Beaux Arts in Paris during the 19th century proctors circulated a cart, or “charrette,” to collect final drawings while students frantically put finishing touches on their work.
This Charrette is conducted according to the National Charrette Institute (NCI) system

- NCI is a nonprofit educational institution that teaches the NCI Charrette System™
- For community planning and public involvement with a focus on design
- Promotes holistic, multidisciplinary collaborative process
Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette

The Design Charrette Process
Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette

- Vision Statement
- Guiding Principles
- Character Area Priorities
- Land Use Approach
- Identification of areas suitable for Transit Oriented Development (TOD)
- Design Themes/Concepts
Visioning Exercise
Visioning Exercise

Action without vision is a Nightmare.
Vision without action is a Daydream!

• Give Power to Your Thoughts
• Create a Positive Intention of what you would like to see happen
• Write a Wishful Sentence that reflects your Positive Intention
• Share your Wishful Sentence in the microphone (1 minute per person)
• Leave your cards with us

When we envision and imagine together, we manifest our Positive Intentions!
Connectivity/Walkability   Neighborhood Protection   Design Compatibility
Mode Choice   Corridor Safety   Compact Development where Appropriate
Development Guidelines   Protection of Historic Resources   Authenticity
Tucson Heritage and Character   Place-making   Appropriate Height Transitions
Bicycle Safety   Inviting Streetscapes   Appropriate Parking
Economic Development   Employment Generating Uses
Consider Unique Approaches Like Transfer of Air Rights to Areas Appropriate for Transit Oriented Development (TOD)
Development Reflecting Tucson Identity, Character and Sense of Place
Consider Heritage Tourism and Eco-Tourism   Maintaining View Corridors
Drought Tolerant Plant Palettes   Water Harvesting   Solar   Roof Gardens

Visioning Exercise – Triggers
Thank you for your time!
Come back to visit us...