

LAND USE AND URBAN DESIGN PLAN

August 18, 2009

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Prepared For: City of Tucson Department of Transportation



downtown **L I N K S**

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This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

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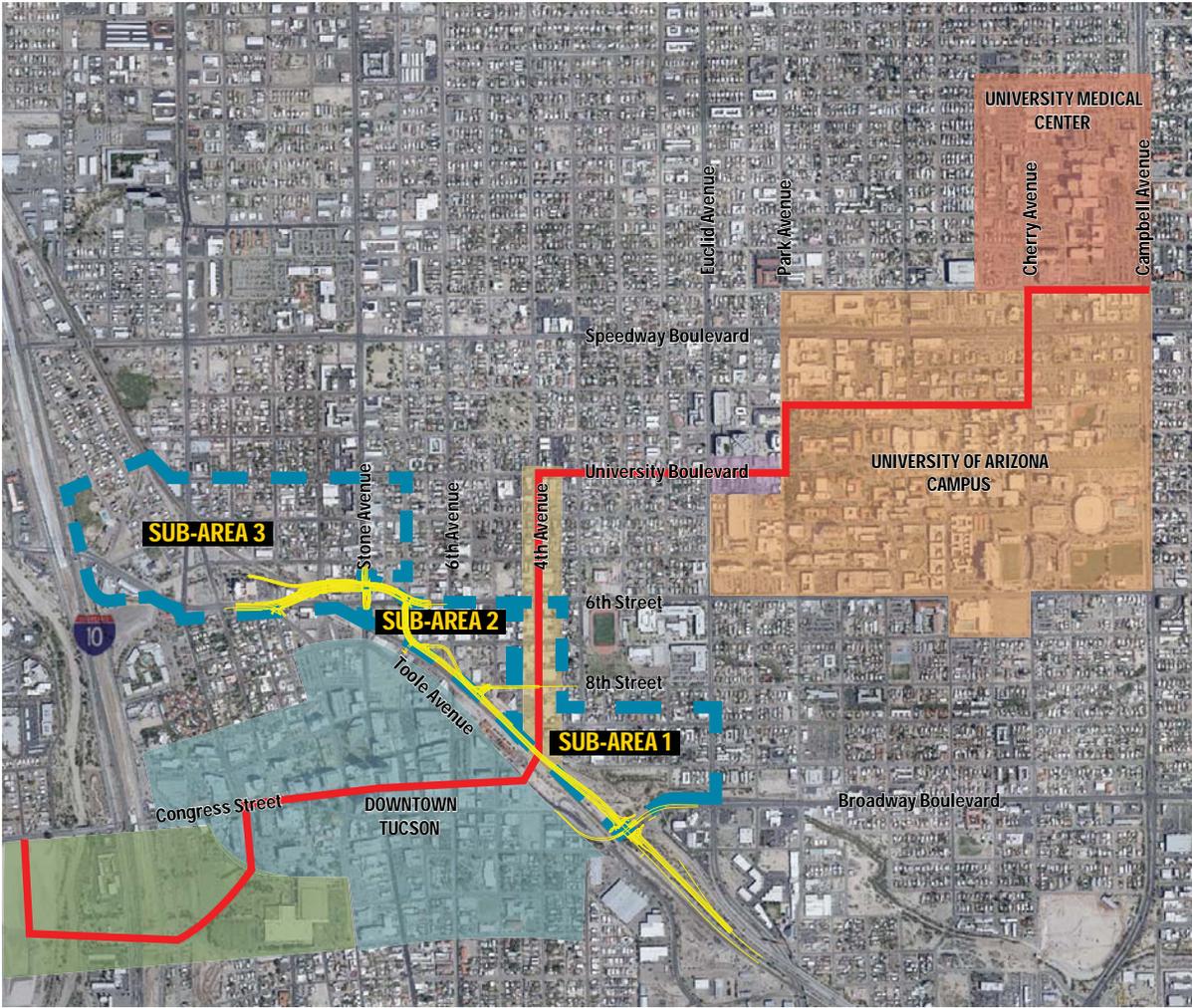


Figure 1 Tucson’s future modern Streetcar generalized route (Poster Frost Associates)

executive summary

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Executive Summary

The *Downtown Links Land Use and Urban Design Plan* is a companion document to the Downtown Links Roadway Project. Its goal is to develop an implementable plan that carries forward the revitalization goals and objectives of Downtown, the adjacent neighborhoods, the adjacent districts, and the various property owners and stakeholders. The Plan is organized around a baseline *Inventories* of existing conditions, a description of *Plan Opportunities*, and finally a set of detailed *Sub-Area Recommendations*. The recommendations themselves fall into three categories:

1. regulatory recommendations intended to guide future development, but with no particular capital expenditures associated with it. These will be implemented by the most appropriate mechanisms through Development Services of the City of Tucson.
2. capital projects directly related to the Downtown Links roadway project and intended to be implemented with the roadway using Regional Transportation Authority (RTA) funds.
3. capital projects not directly related to the Downtown Links roadway project and intended to be implemented with other public and private funds over a period of time.

The PLAN OPPORTUNITIES are as follows:

- The Downtown Links Area occupies the critical mid-zone between the University of Arizona and the Downtown district.
- The intersection of Downtown Links and the future Streetcar project provides a once-in-a-lifetime chance to get new infill development right and make it transit-oriented.
- The Downtown Links project provides a catalyst for infrastructure, pedestrian and landscape improvements for neighborhoods and adjacent districts.
- The Downtown Links project provides mitigation of existing stormwater flood problems, allowing development to proceed.
- Downtown Links provides a mechanism to implement improvements previously generated by the neighborhoods themselves.
- The Downtown Links Land Use and Urban Design Plan can provide some protection for critical and vulnerable historic resources.
- The Downtown Links Land Use and Urban Design Plan may be able to provide an impetus for the implementation of the *Tucson Warehouse Arts District Master Plan*.

SUB-AREA GOALS AND RECOMMENDATIONS:

Sub-Area 1, 4th Avenue and Iron Horse

Goal: Promote transit-oriented development while protecting this area's fragile historic resources

Objectives:

- Create an Iron Horse district that maintains its unique railroad era character
- Enhance 9th Street as a neighborhood commercial district
- Reinforce the successful pedestrian character of 4th Avenue commercial district
- Insure connectivity to area bicycle path network and to the future Modern Streetcar
- Encourage development along 9th Street that recognizes the need for Transit Oriented Development while protecting the fragile historic resources of the area.
- Encourage development along 4th Avenue that recognizes the need for Transit Oriented Development while protecting the fragile historic resources of the area.
- Manage area with stewardship: safety, consistent maintenance, and environmental sensibility.

Regulatory Recommendations:

- Consider an Iron Horse Optional Overlay Zone that limits development to three stories, eliminates on-site parking requirements and follows design guidelines.
- Consider a 4th Avenue Optional Overlay Zone

that limits development to the existing scale along 4th Avenue, allows greater heights east and west of 4th Avenue frontage, eliminates on-site parking requirements and follows design guidelines.

Capital Improvement Projects (other public/private resources):

- Redevelop Iron Horse Park with new amenities, an open un-fenced Arroyo Chico crossed by pedestrian bridges. Work with neighbors to consider the possibility of housing as “eyes on the park.”
 - Use native species and water harvesting
- Capital Improvement Projects (Downtown Links):
- Provide parking area for Iron Horse Park

Sub-Area 2, Warehouse Triangle District

Goal: Create a Warehouse Triangle District with significantly increased intensity of land uses: very urban, mixed-use, University and Downtown-related, and arts-related.

Objectives:

- Encourage Transit-Oriented development in this triangle with much greater density.
- Manage area with stewardship: safety, consistent maintenance, and environmental sensibility.

Regulatory Recommendations:

- Consider a Warehouse Triangle District Optional Overlay Zone that encourages mixed-use (with housing) without a lot-by-lot rezoning of I-1 sites. Encourage development

with allowable heights up to ten stories, eliminate on-site parking requirements and follows design guidelines.

Capital Improvement Projects (other public/private resources):

- Improve streetscape and pedestrian infrastructure. Maximize on-street parking. Utilize the existing grid and develop a pedestrian system of mid-block paths and plazas.
- Use native species and water harvesting.

Sub-Area 3, The Neighborhoods

Goal: Work with El Presidio, Dunbar-Spring, West University, Barrio Anita and the University of Arizona to implement a broad range of improvements and compatible development.

Objectives:

- Reinforce the unique character and strength of each adjoining neighborhood
- Implement the recommendation of the Stone Avenue Corridor Study

Capital Improvement Projects (other public/private resources):

- Improve pedestrian quality of 7th Avenue from University Boulevard to Downtown Links
- Develop a streetscape plan for Dunbar Spring south of University Boulevard
- Explore new development on the new site created east of the Citizens Warehouse.
- Work with the University to develop a plan for employer-assisted housing on its USA site.

Executive Summary

- Develop innovative housing concepts along the northern edge of El Presidio on St. Mary's.
- Redevelop the Davis School, Oury Park, El Paso and Southwestern Greenway area to improve safety, connectivity and land use.
- Work with City staff, City departments and neighbors, to develop appropriately-scaled affordable homeownership housing on City-owned lots in Barrio Anita.
- Develop a safe bicycle/pedestrian crossing of Main Avenue at University Boulevard.

Capital Improvement Projects (Downtown Links):

- Work with Dunbar Spring to develop the 9th Avenue deck as a community park.
- Implement a variety of connectivity and safety improvements consistent with a no-whistle zone – 9th Avenue, 5th Street, Granada, and St. Mary's.

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Introduction

Introduction

The Downtown Links Land Use and Urban Design Plan is a companion document to the Downtown Links roadway project. The Downtown Links roadway project is the end-product of a series of roadway designs intended to physically connect the western terminus of the Barraza-Aviation Parkway at Broadway in Tucson Arizona, one mile west to the alignment of Interstate 10.

For almost two decades, various roadway project designs on this general alignment had been proposed under a variety of names, but none were constructed. In May of 2004, the *Tucson Historic Warehouse Arts District Master Plan* recommended to the City of Tucson Mayor and Council that the previously-adopted, limited-access roadway project design (DLUCS II) be abandoned in favor of a more modest roadway alignment that remained on the north side of the Union Pacific Railroad main line. This northern alignment was adopted in principle by the City of Tucson Mayor and Council with its 2004 adoption of the *Tucson Historic Warehouse Arts District Master Plan*. The new project with this new alignment was re-named Downtown Links. The \$76 million construction cost of the project was included in a 2007 community-supported sales tax election organized and managed by the Regional Transportation Authority (RTA).

As the scope of work for the engineering and planning for the Downtown Links roadway project

was being developed, it became apparent to the City of Tucson Department of Transportation that Downtown Links had to be much more than a “roadway and stormwater drainage project”. The development opportunities enabled by this planning process far exceeded the transportation component. Its strategic location relative to a larger goal of downtown Tucson revitalization required a companion planning process to insure that Downtown Links became a catalyst for positive community development and not just a road. The Downtown Links Urban Design and Land Use Plan is a result of that vision and the almost three years of extensive and exhaustive community process that followed that progressive planning decision.

The goal of The Downtown Links Land Use and Urban Design Plan is simple: **Develop an implementable *Land Use and Urban Design Plan* as a companion to the Downtown Links**



Figure 2 Proposed railroad Underpass from Stone Avenue, looking west. (HDR, Inc.)

transportation project that carries forward the revitalization and preservation goals and objectives of Downtown, the adjacent neighborhoods, the adjacent districts, and the various property owners and stakeholders.

Urban Design Plan Role

- The *Downtown Links Urban Design Plan* will be brought to the Mayor and Council of the City of Tucson for approval and adoption.
- The *Downtown Links Urban Design Plan* is intended as a policy document to guide future development/infrastructure in the adjoining districts and neighborhoods.
- The *Downtown Links Urban Design Plan* will also be used to guide public and private investments within the study area.
- The *Downtown Links Urban Design Plan* is conceptual. Implementation will require additional study, design and citizen input.
- As per the requirements of the State of Arizona Proposition 207, all zoning rights currently attached to land in this study area will be unchanged by this document.
- Proposed regulatory modifications (e.g., changes in zoning) will be guided by this document. These are voluntary; they may be initiated by property owners or by recommendations by the COT Department of Urban Planning and Design through innovative implementation tools such as Optional Overlay Districts, the existing Infill Incentive District, etc.

How Will the Recommendations of this Plan Be Implemented?

There will be three categories of implementation: (Actual funding of recommended improvements is beyond the scope of this report)

1. Physical improvements within the immediate project boundaries that are to be funded by RTA ... to be determined through the design and engineering process.
2. Physical improvements within the urban design project boundaries that may be funded by other public and private sources.
3. Subsequent regulatory and land use actions that facilitate future development based on these recommendations. These actions will be undertaken will be by the City of Tucson Community Development Department and/or City of Tucson Development Services.

Report Structure

This report is organized around a baseline *Inventory* of existing conditions, a description of *Plan Opportunities*, and finally a set of detailed *Sub-Area Recommendations*. Community input was gathered through an extensive sequence of community and stakeholder meetings (see *Appendix A*). These series of meetings were structured around four basic phases: Presentation of Existing Conditions, Design Concepts, Draft Recommendations, and Final Recommendations. It should be noted that the project began with five sub-areas as shown in the *Inventory*, but was later modified to a set of three sub-areas. (See below.)

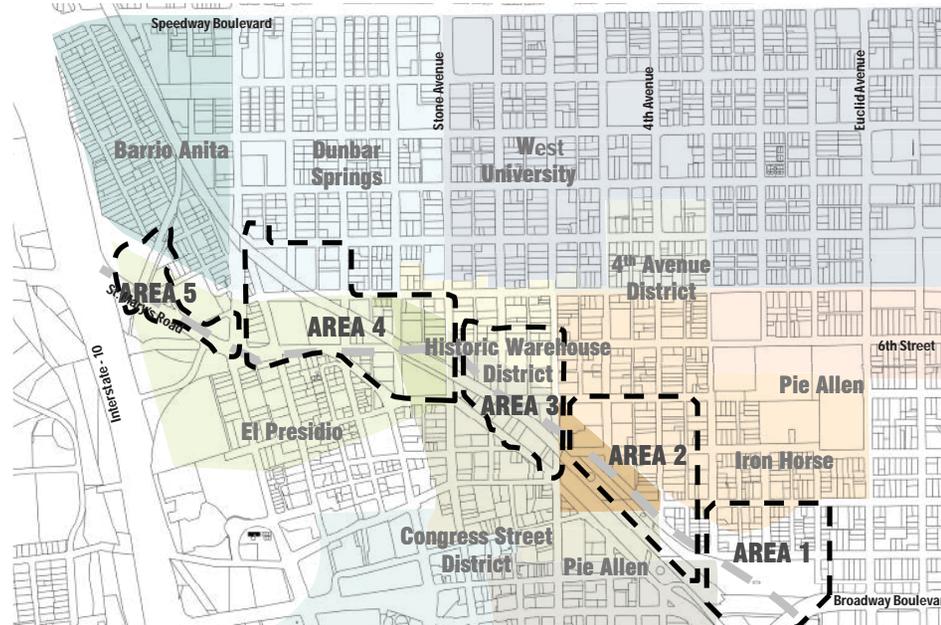


Figure 3 Early planning process five sub-areas (Poster Frost Associates)



Figure 4 Final planning process three sub-areas (Poster Frost Associates)

inventory



3

The inventory defines the base conditions of the planning district (each showing the original five planning districts in the dotted lines), including:

- Area Black-Out Map (only existing buildings)
- Neighborhoods and Districts
- Federal Historic Districts and Eligible Federal Historic Districts
- Land-Ownership: Public and Semi-Public
- Land Use: Vacant Properties
- Land Use: Parks
- Zoning: Residential
- Zoning: Commercial
- Zoning: Industrial
- City-Defined Bike Routes

Blackout Map

Key

-  Project Area Boundaries
-  Existing Buildings

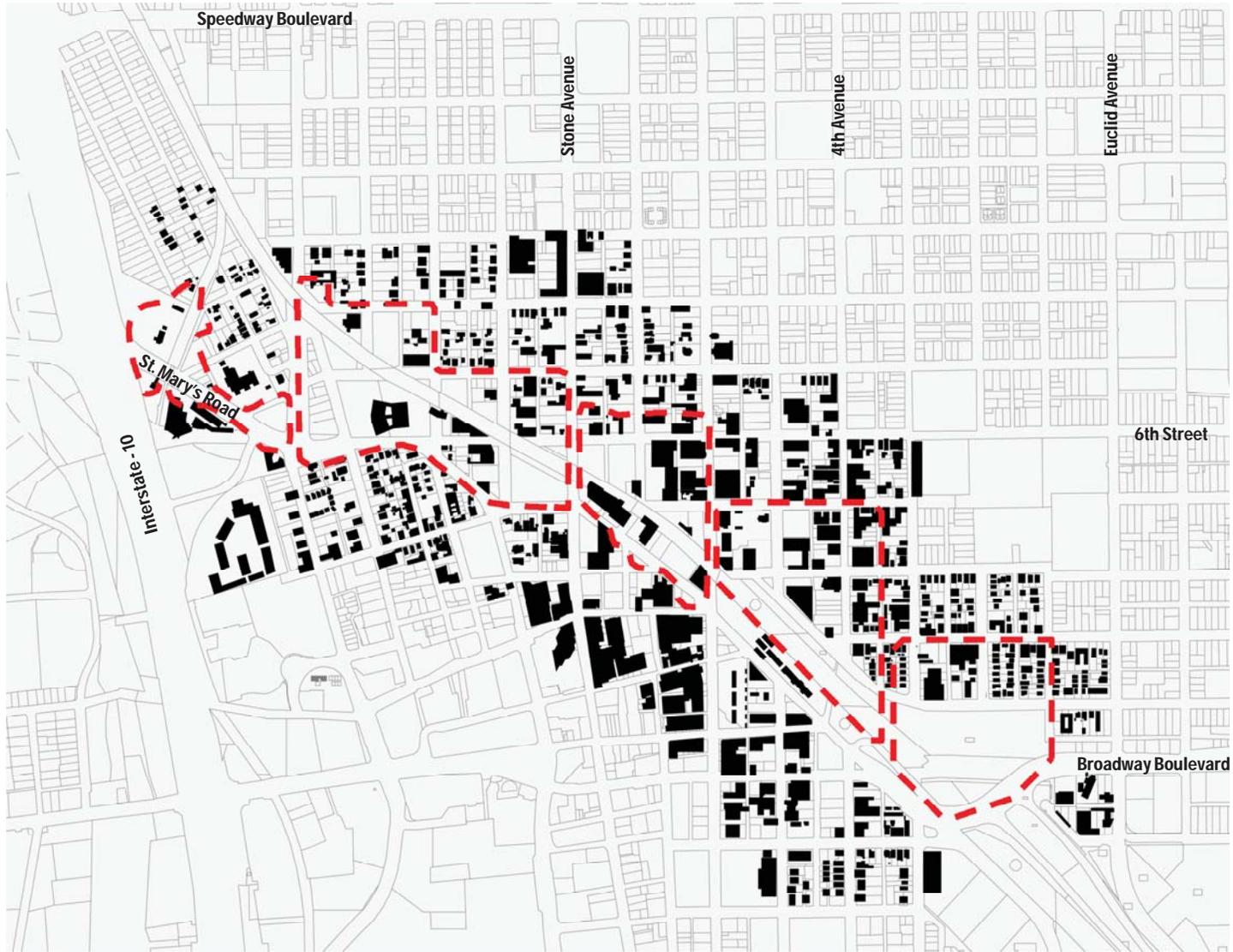


Figure 5 Existing Buildings in or around the Downtown Links Project Boundaries (Poster Frost Associates)

Neighborhoods and Districts

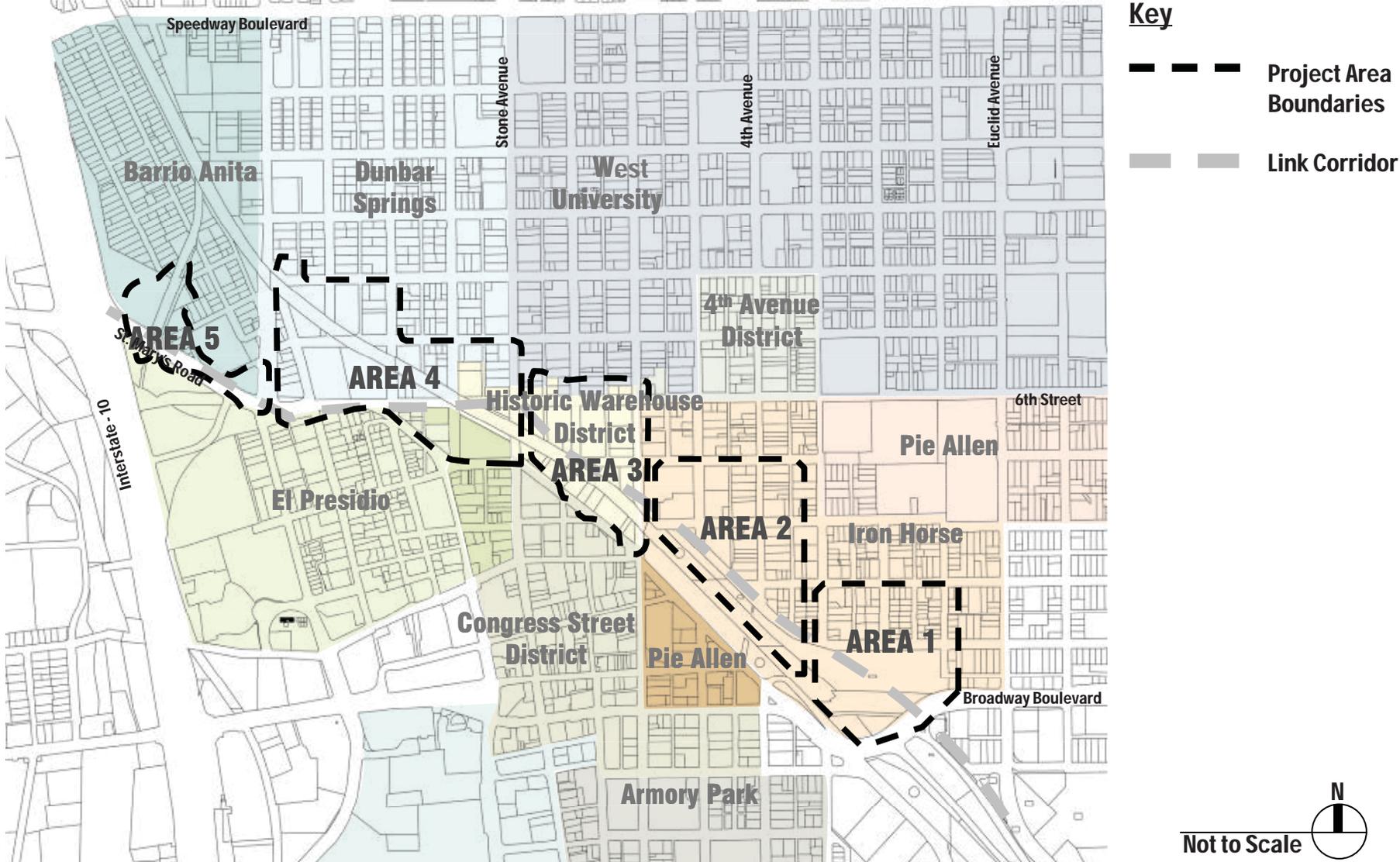


Figure 6 Neighborhoods and Districts in or near the Downtown Links Project Area Boundaries (Poster Frost Associates)

Federal Historic Districts and Eligible Districts

- Key**
-  Project Area Boundaries
 -  Link Corridor
 -  Eligible Historic Districts
 -  Historic Districts

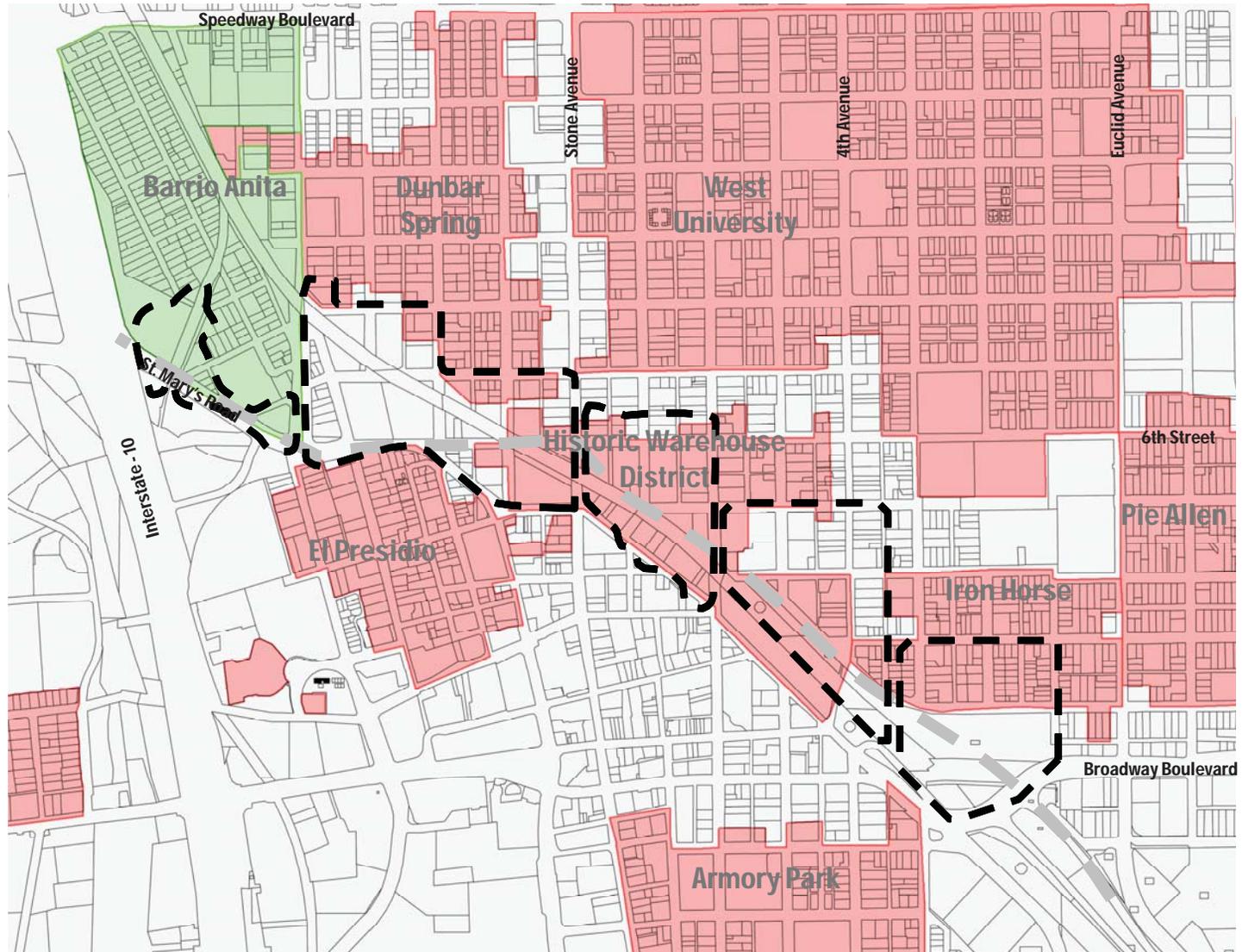


Figure 7 Federal Historic Districts and Eligible Districts in or around the Downtown Links Project Area Boundaries (Poster Frost Associates)

Land Ownership: Public and Semi-Public

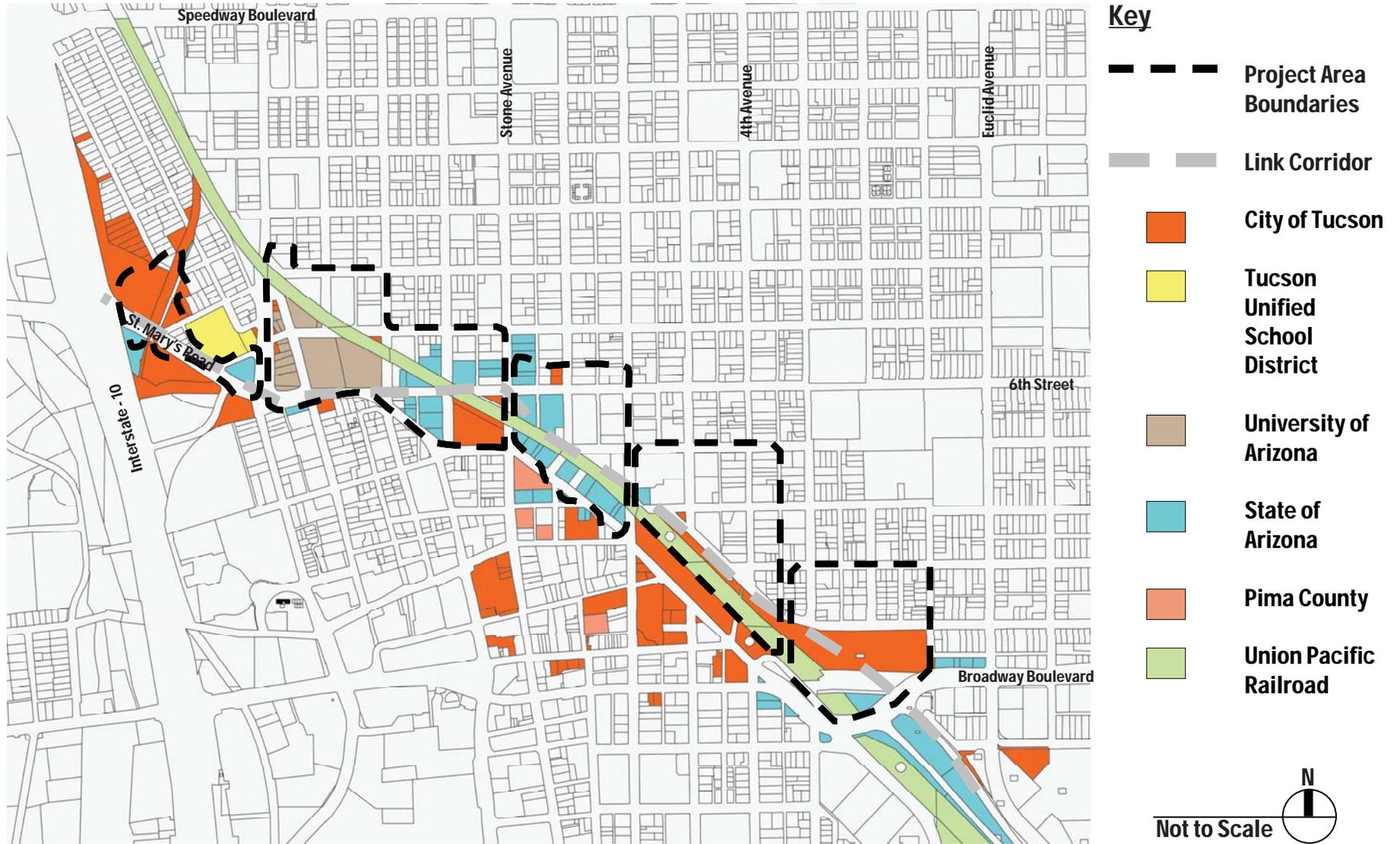


Figure 8 Public and Semi-Public Land in or near the Downtown Links Project Area Boundaries (Poster Frost Associates)

Land Use: Vacant Properties

Key

-  Project Area Boundaries
-  Link Corridor
-  Existing Vacant Properties

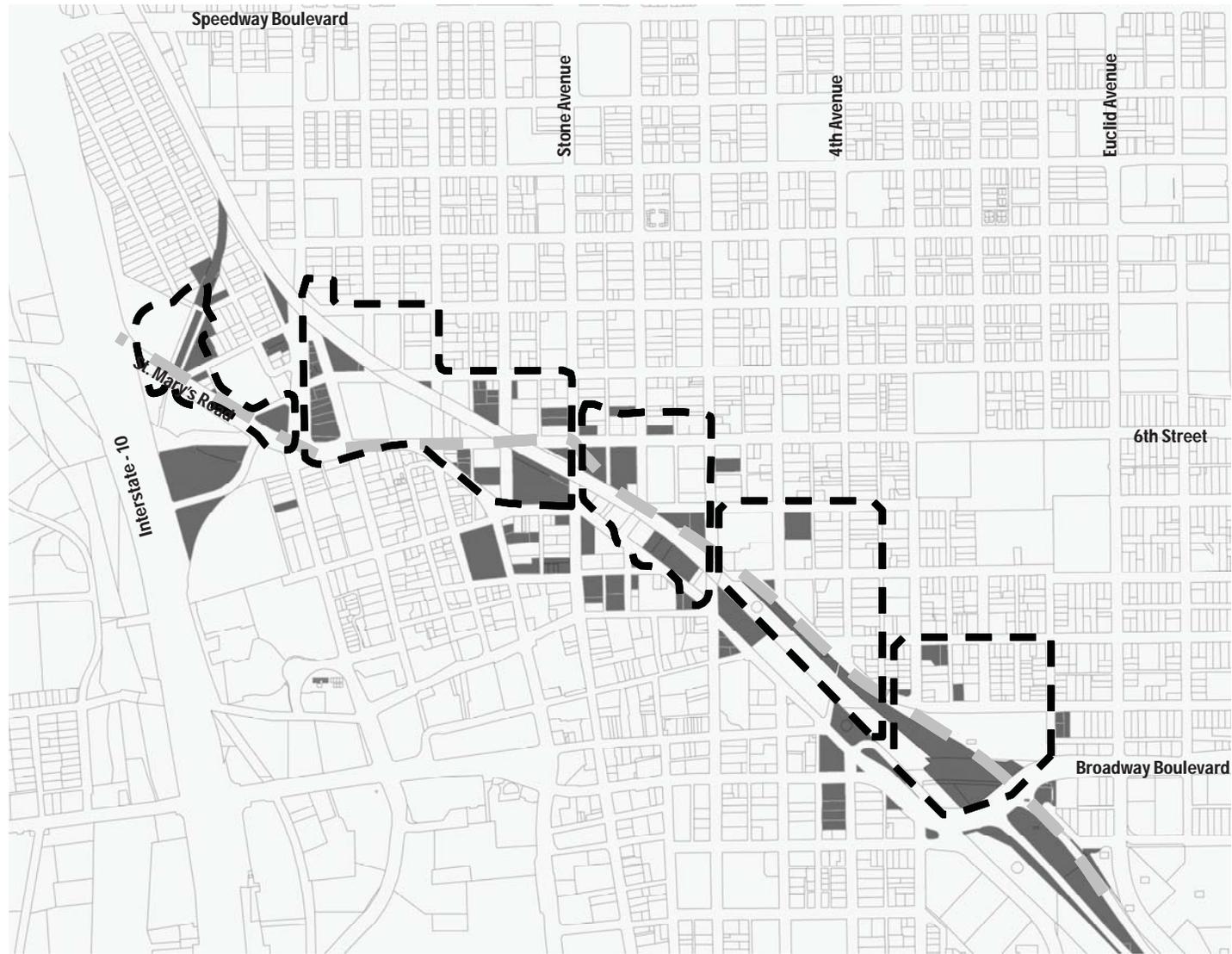


Figure 9 Current Vacant Properties in Downtown Links Project Area Boundaries (Poster Frost Associates)

Land Use: Parks



Figure 10 Existing Parks in the Downtown Links Project Area Boundaries (Poster Frost Associates)

Zoning: Residential (R-2, R-3, HR-1, HR-2, HR-3)

Key

-  Project Area Boundaries
-  Link Corridor
-  Zones R-2, R-3, HR-1, HR-2, HR-3

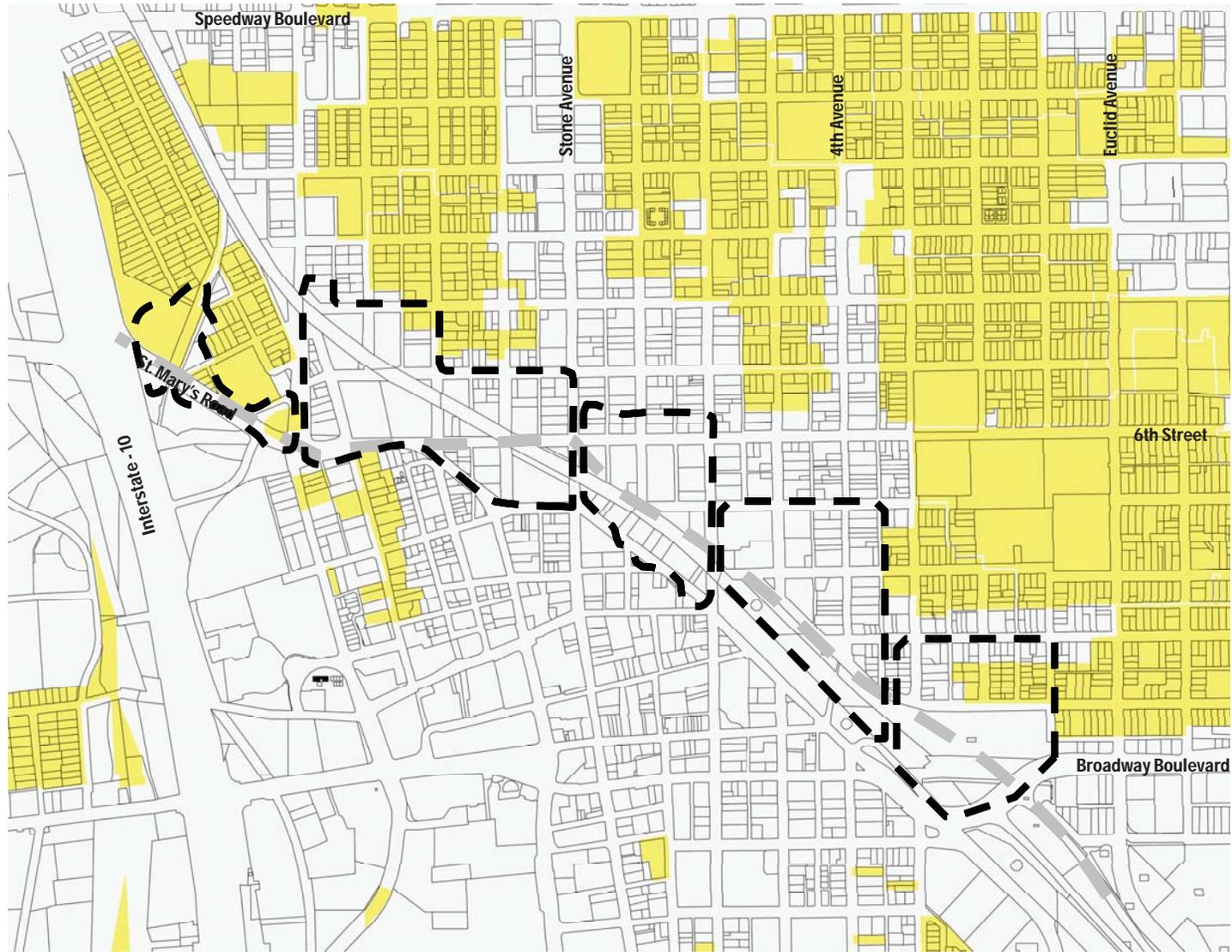


Figure 11 Residential-2, 3 and Historic Residential Overlay-1,2,3 Zoning in or near the Downtown Links Project Area Boundaries (*Poster Frost Associates*)

Zoning: Commercial (C-1, C-2, C-3, HC-1, HC-2, HC-4)

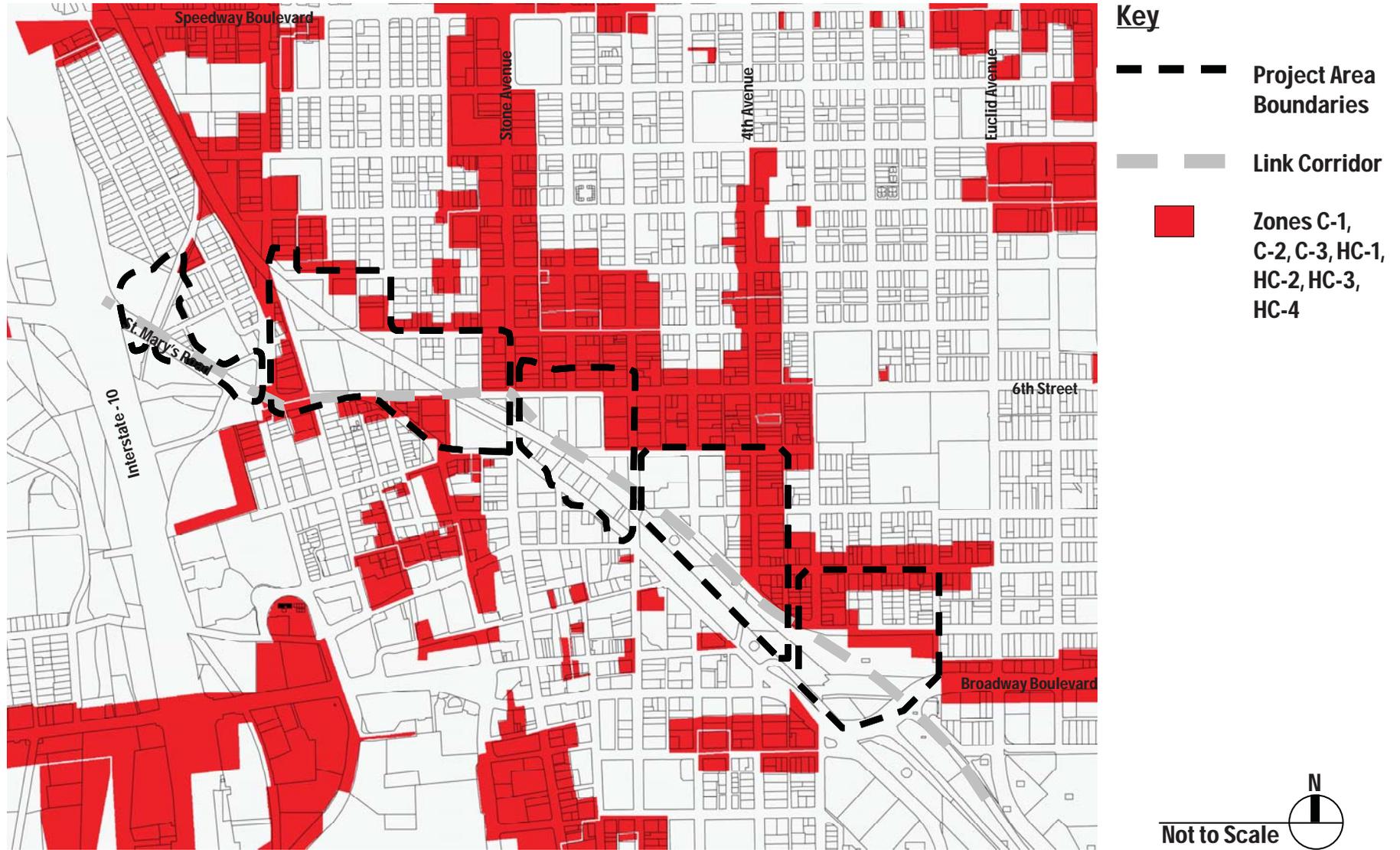


Figure 12 Commercial-1, 2, 3 and Historic Commercial Overlay-1,2,4 Zoning in or near the Downtown Links Project Area Boundaries (*Poster Frost Associates*)

Zoning: Industrial (I-1)

Key

-  Project Area Boundaries
-  Link Corridor
-  Zone I-1

(Note: Current I-1 Zoning in Tucson prohibits residential development of any type.)

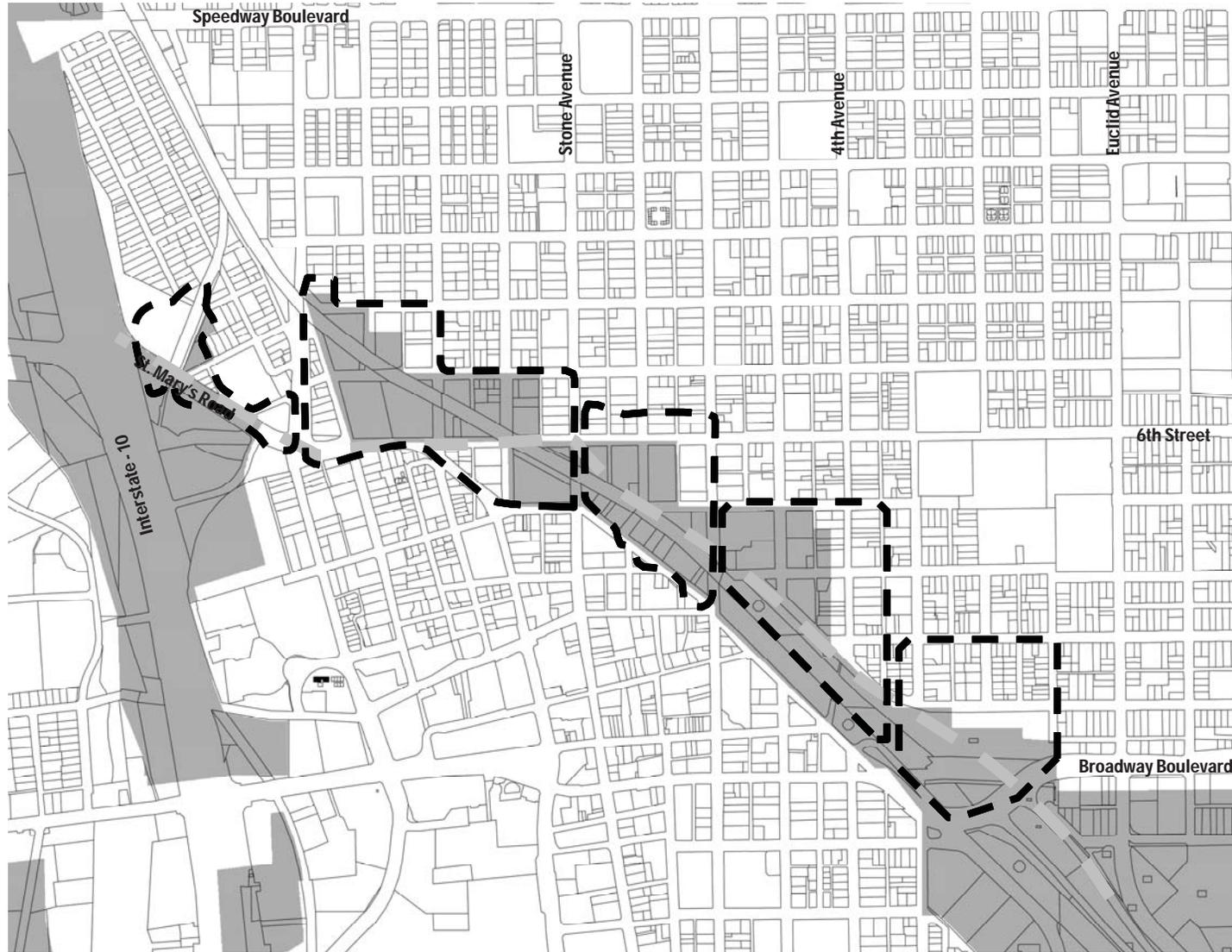


Figure 13 Industrial-1 Zoning in or near the Downtown Links Project Area Boundaries (Poster Frost Associates)

plan opportunities



After reviewing a large number of alternatives, the final Downtown Links Roadway alignment was definitively set by the Mayor and City Council of the City of Tucson in the summer of 2008. The following pages describe the location of the proposed roadway relative to the three project urban design study areas (evolved from five), and a series of planning and design opportunities that emerge from the public investment.

Final Urban Design Plan Sub-Areas

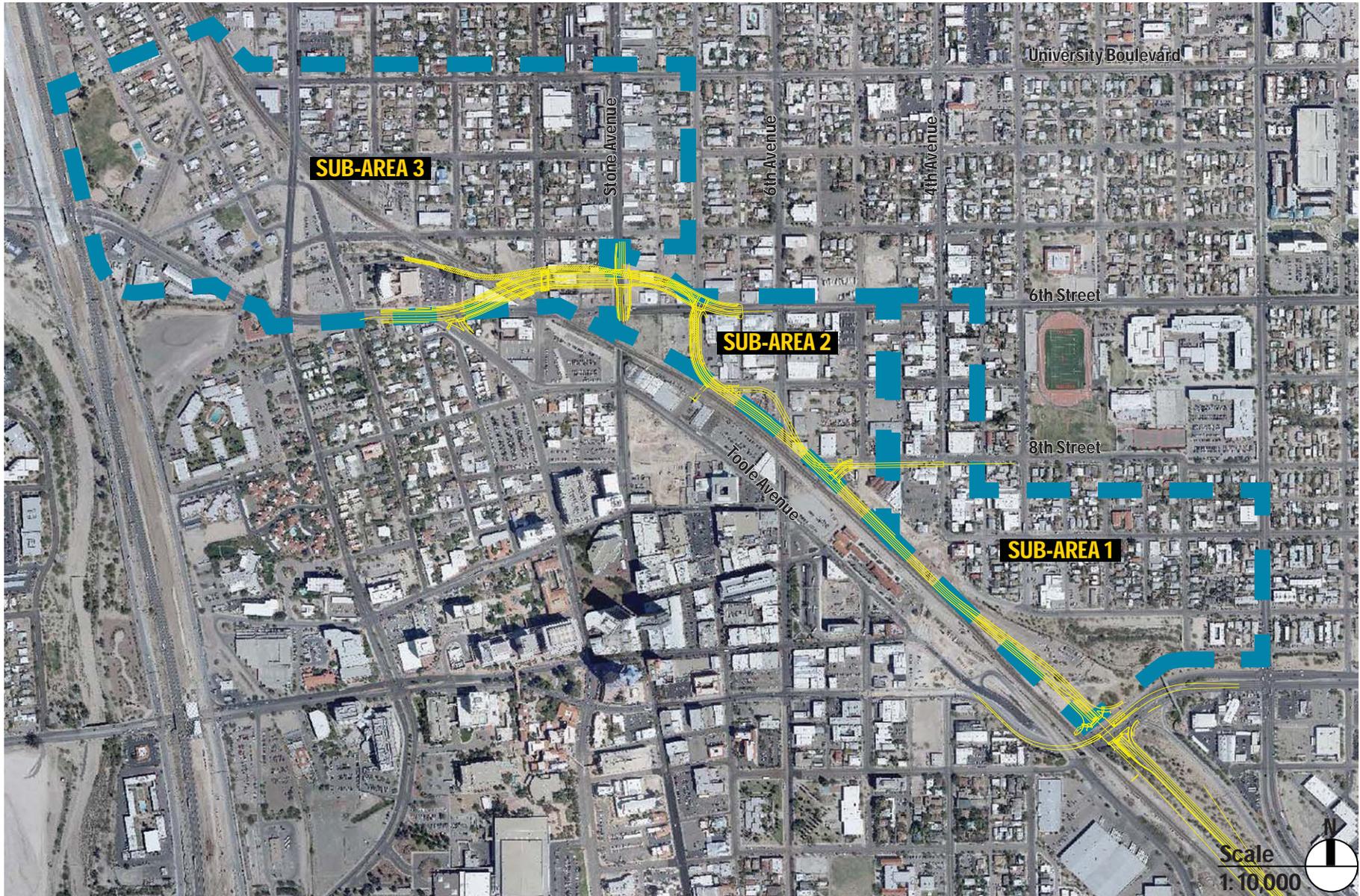


Figure 15 Downtown Links final roadway design (including drainage) shown in yellow with Downtown Links Final Urban Design Plan Sub-Areas (Poster Frost Associates)

Plan Opportunities

Opportunity 1

The Downtown Links Study Area occupies the critical mid-zone between the University of Arizona campus and the Downtown district.

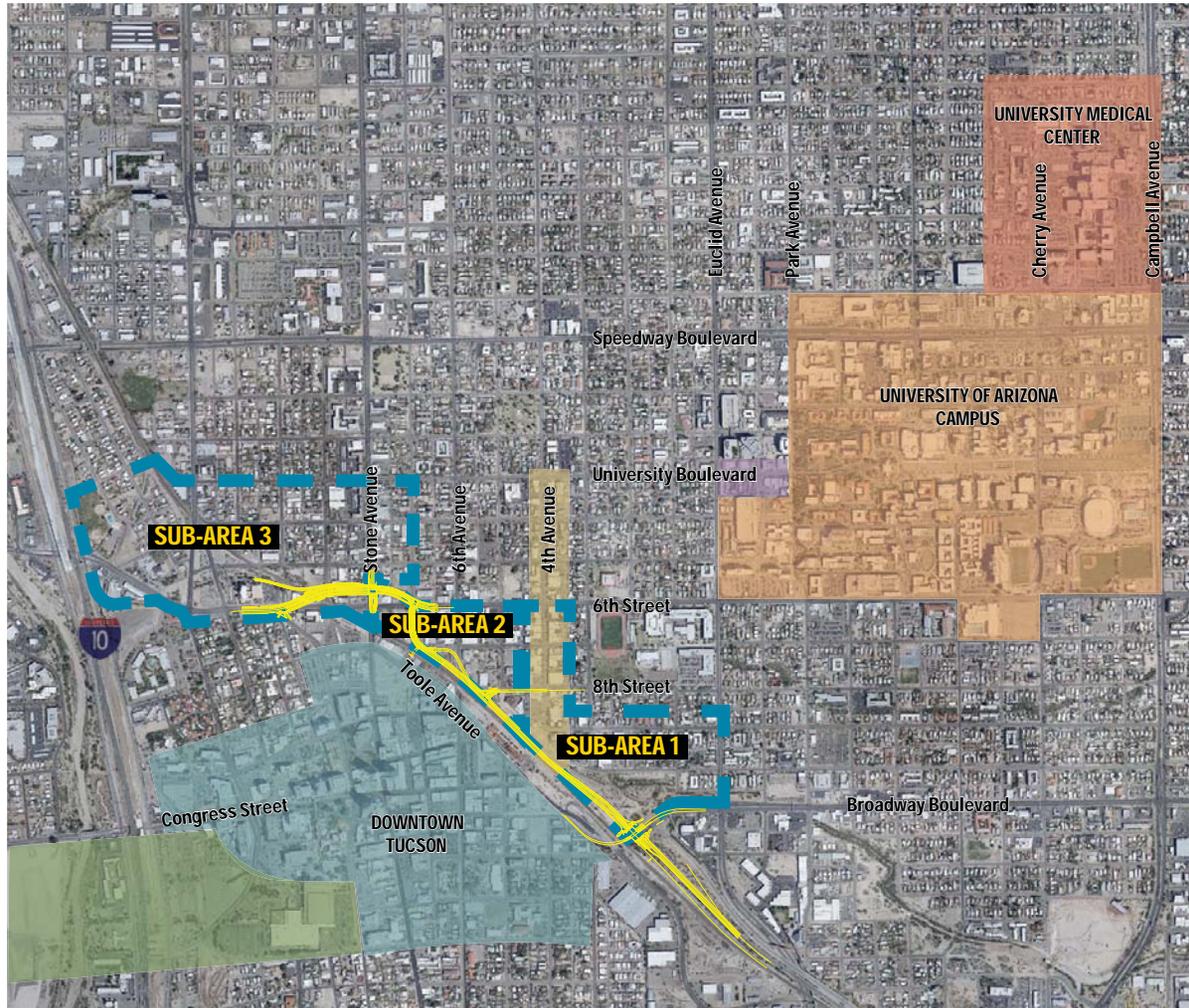


Figure 16 Downtown Links Study Area Plan (Poster Frost Associates)

Scale
1: 23500



Figure 17 University of Arizona main gate at Tyndall Avenue, looking northeast. (Google Images)



Figure 18 Downtown Tucson at Church Avenue and Broadway Boulevard, looking northeast. (Google Images)

Plan Opportunities

Opportunity 2

The intersection of Downtown Links and the proposed Streetcar project (in red) provides a once-in-a-generation chance to get new/infill development right and make it transit-oriented.



Figure 20 Future Streetcar on 4th Avenue and 6th Street, looking southwest. (HDR, Inc.)

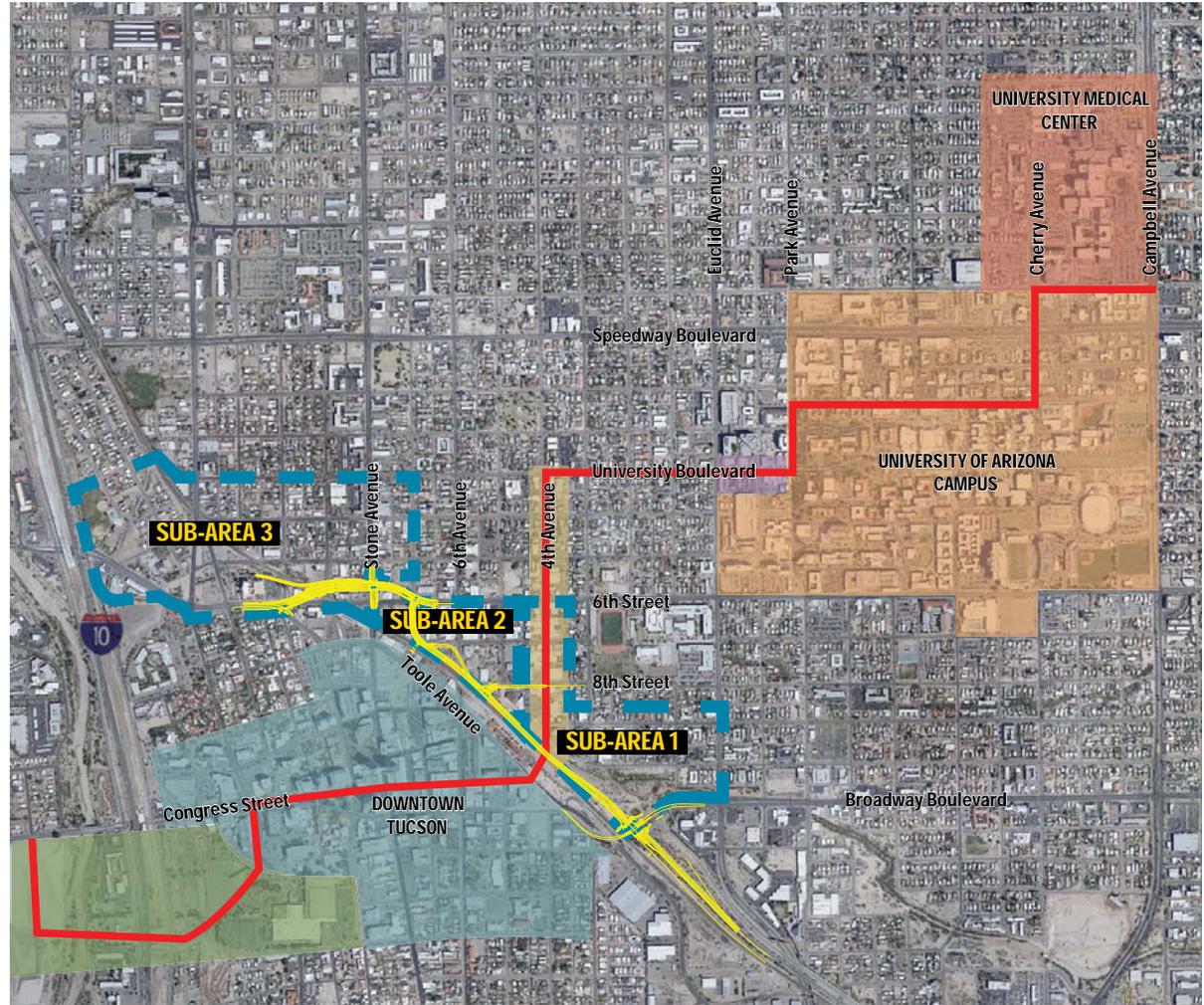


Figure 19 Tucson's future modern Streetcar generalized route (Poster Frost Associates)

Scale 1:23500

N

Plan Opportunities

Opportunity 3

The Downtown Links project provides a catalyst for infrastructure, pedestrian and landscape improvements for neighborhoods and adjacent districts.

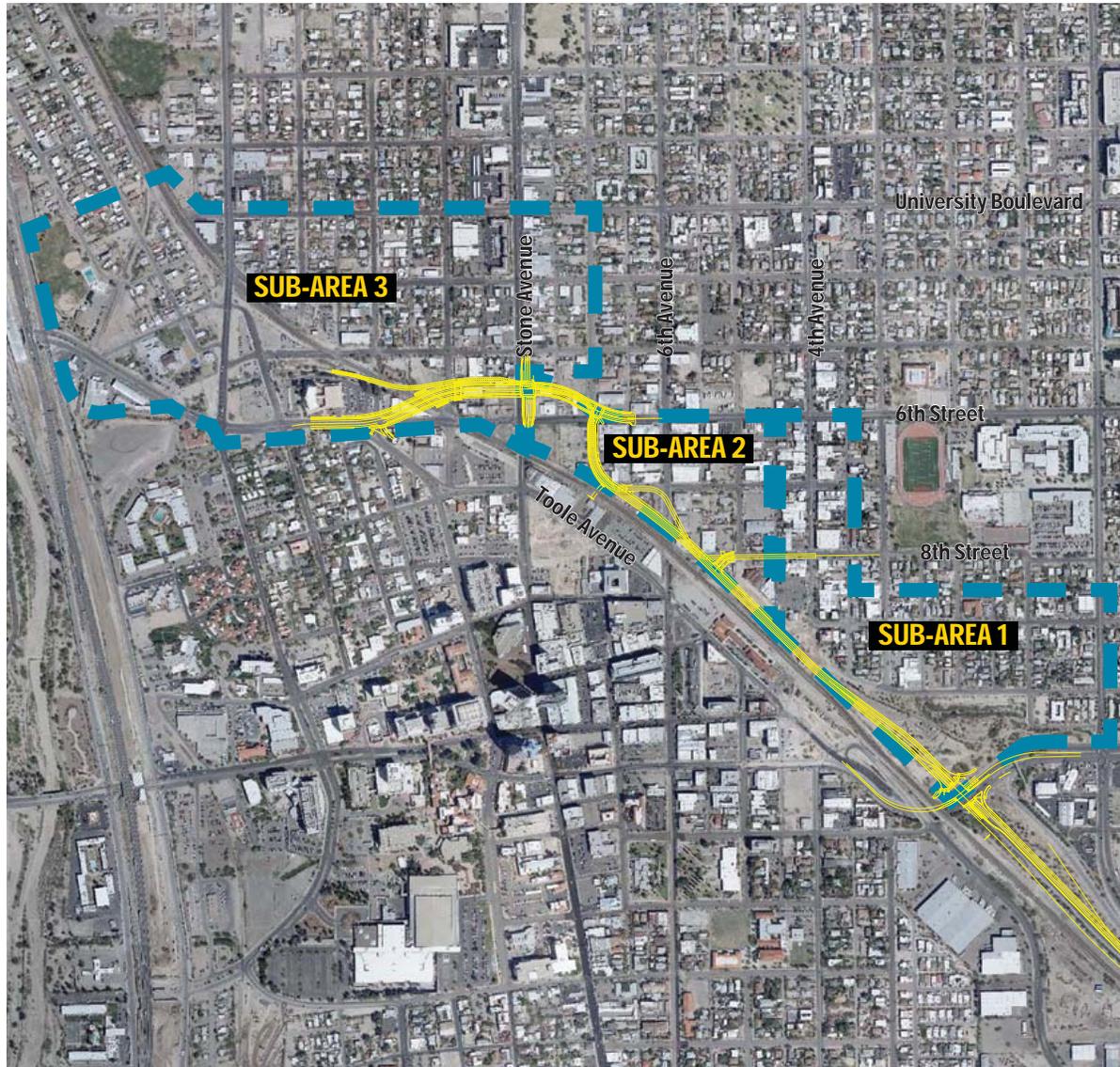


Figure 21 Downtown Links Roadway (in yellow) with Urban Design Districts (in blue). (Poster Frost Associates)

Scale
1:7500



Figure 22 Proposed St. Mary's Road Improvements, looking west (Poster Frost Associates)

Plan Opportunities

Opportunity 4

The stormwater drainage component of the *Downtown Links Project* combined with the implementation of the *Arroyo Chico Multi-Use Project* will provide neighborhood safety and facilitate new development.

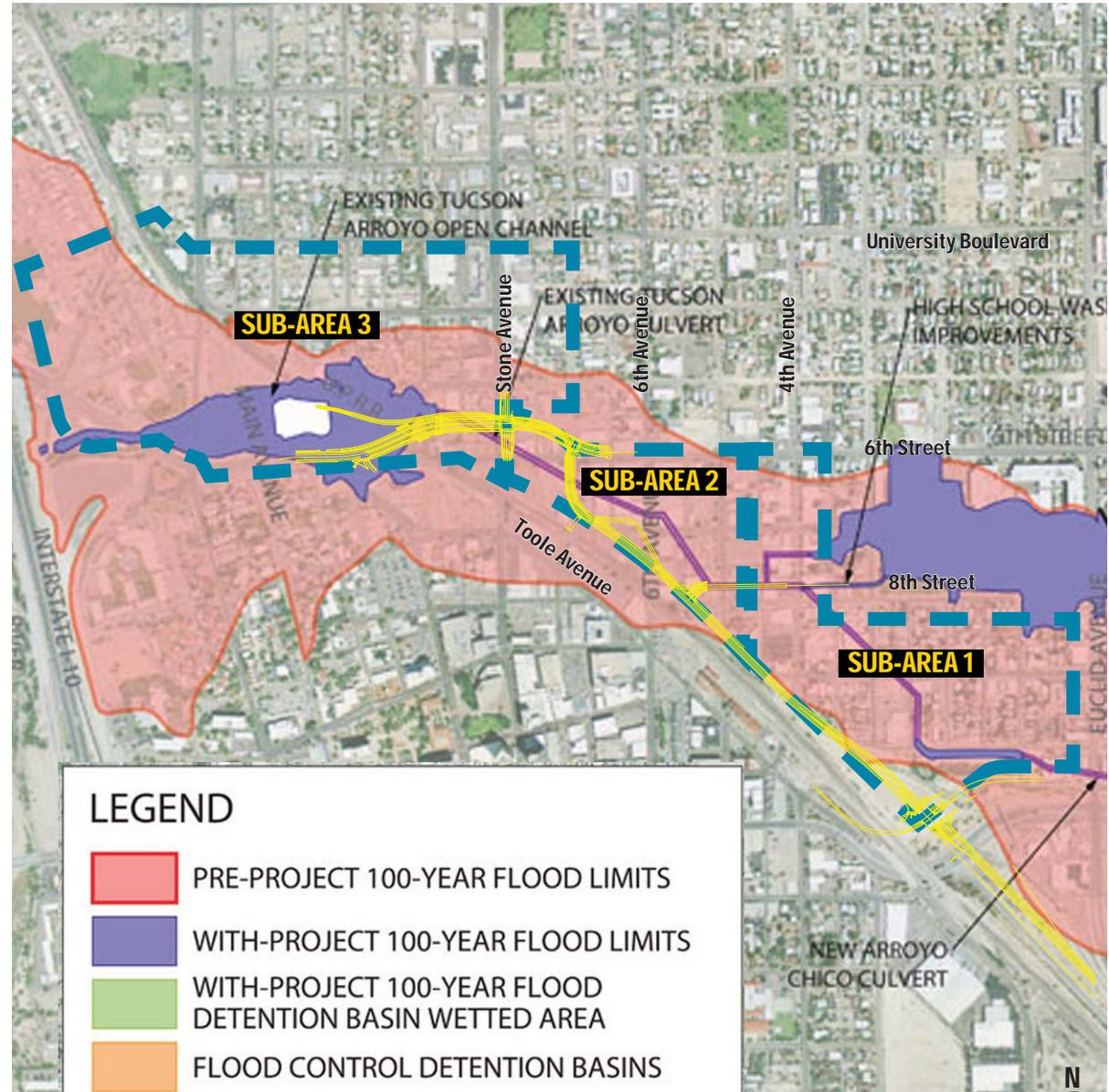


Figure 23 Arroyo Chico Multi-Use Project over Downtown Links sub-areas
(Poster Frost Associates and Pima County Flood Control)

Scale
1:7500



Plan Opportunities

Opportunity 5

The Downtown Links project provides an on-going process to work to implement plans for improvements previously generated by the neighborhoods themselves.



Figure 26 3. Drachman Institute (University of Arizona) / Laura Carr. Edge Housing Plan for El Presidio at St. Mary's Road.

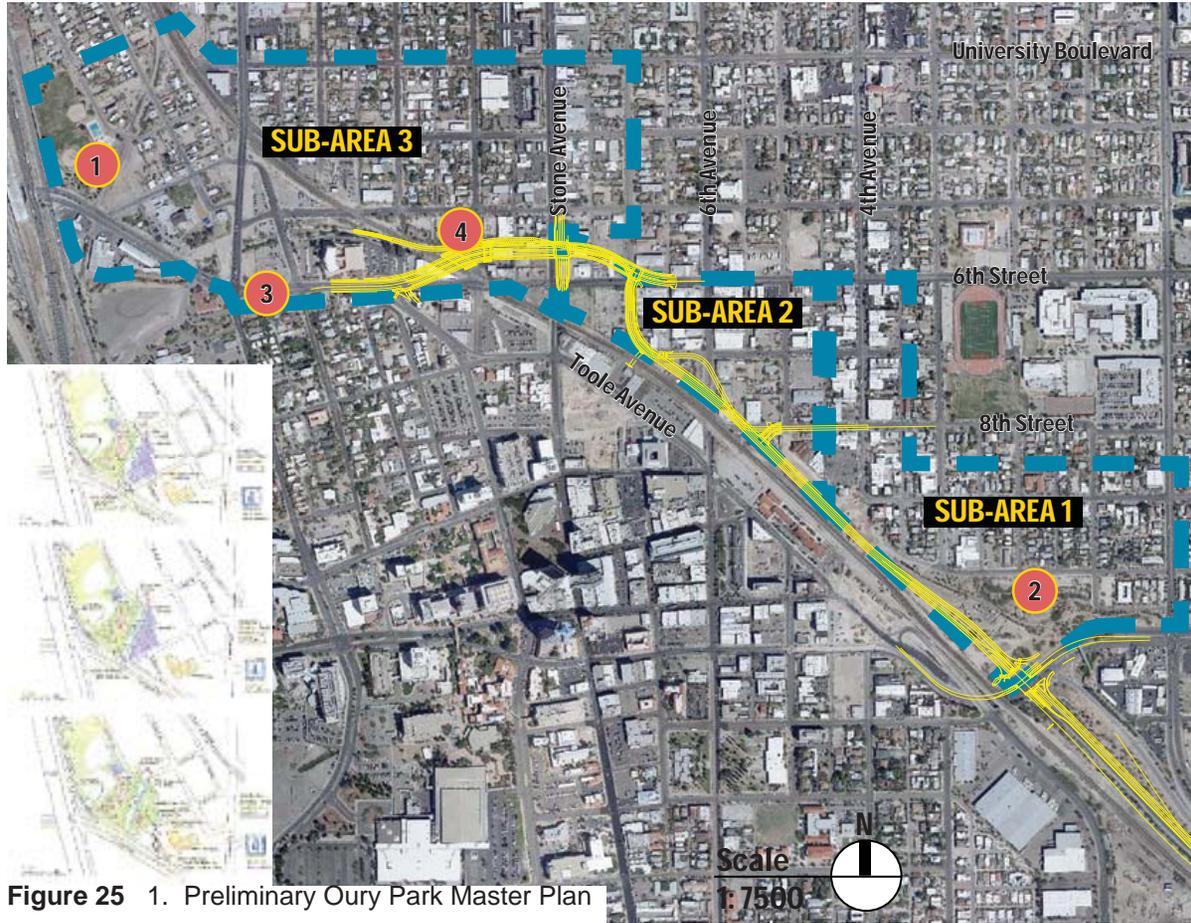


Figure 25 1. Preliminary Oury Park Master Plan

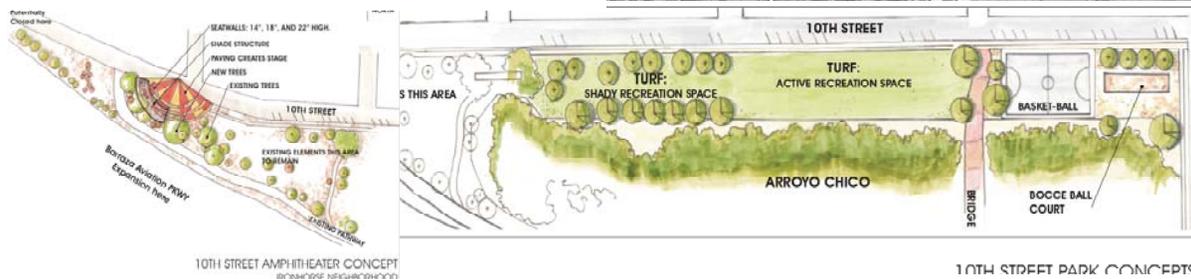


Figure 24 2. Iron Horse Park, Iron Horse Neighborhood Plan with PRO Neighborhoods

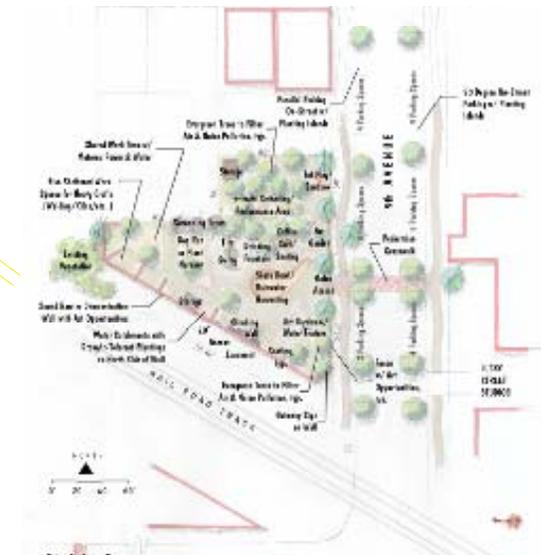


Figure 27 4. Railroad Park, Dunbar Spring Neighborhood

Plan Opportunities

Opportunity 6

The Downtown Links project can provide some protection for critical and vulnerable historic resources.

(Note: Significant zoning protection is currently available to local historic districts [West University, Armory Park, and El Presidio]. Very little historic protection is provided to other Federal Historic Districts shown.)



Figure 29 Coronado Hotel Housing, Iron Horse Neighborhood (*Poster Frost Associates*)

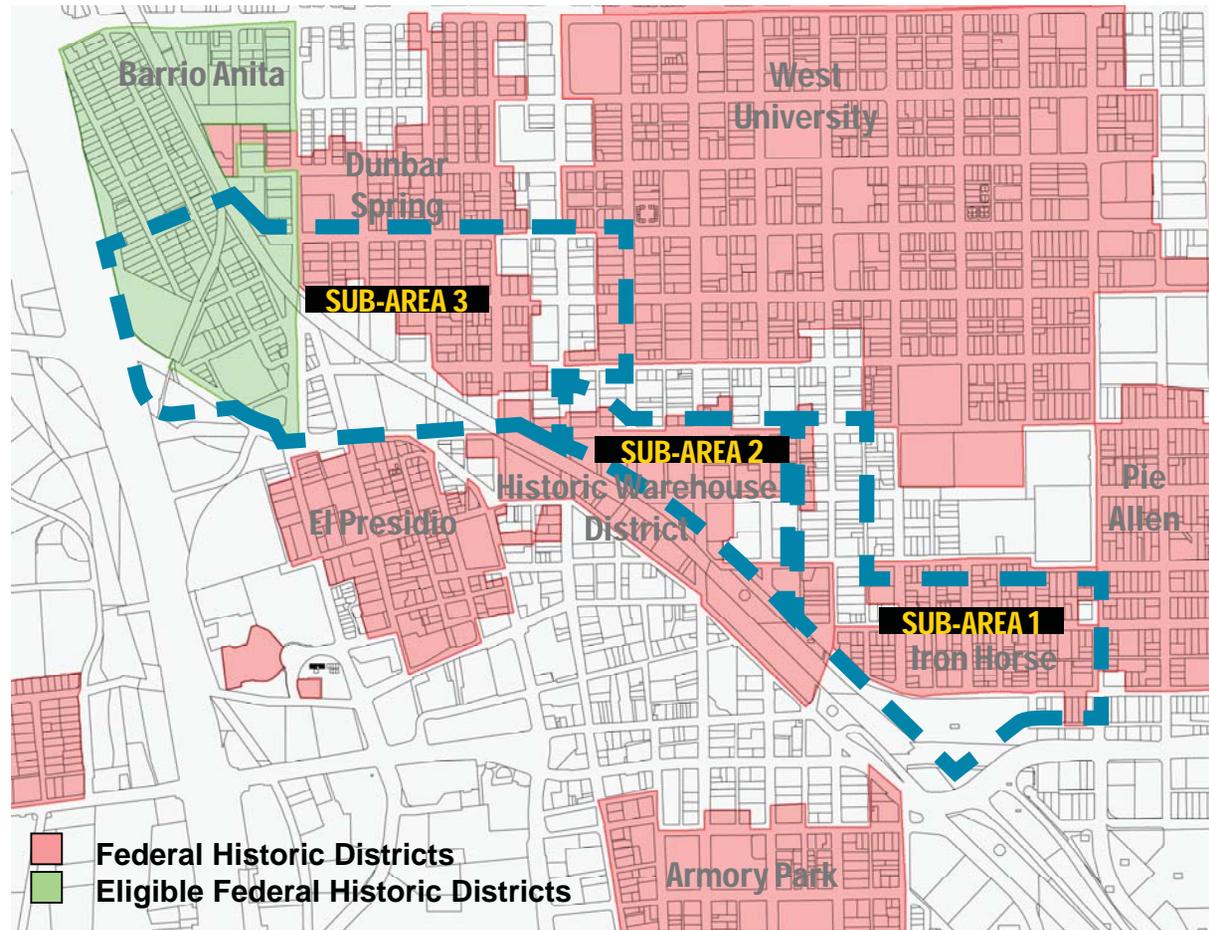


Figure 28 Existing and Eligible Federal Historic Districts in and Around the Downtown Links Project Area Boundaries (*Poster Frost Associates*)

Not to Scale 

Plan Opportunities

Opportunity 7

The Downtown Links project can provide an impetus for the resolution of the lingering uncertainty of the disposition of the State-owned warehouses and vacant properties. It can also provide an opportunity for the implementation of the *Tucson Warehouse Arts District Master Plan*.



Figure 30 Tucson Historic Warehouse Arts District Master Plan (Poster Frost Associates)



Figure 31 Citizen's Warehouse (Poster Frost Associates)

land use and urban design
recommendations for:
three plan sub-areas

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Sub-Area 1: 4th Avenue and Iron Horse



Figure 32 View of future Downtown Links at 4th Avenue and Union Pacific Railroad, looking west:

- | | | |
|-----------------------------|-----------------------------------|--|
| 1. New 4th Avenue Underpass | 3. Greyhound Mixed-Use Building | 5. Downtown Links Roadway and Multi-use Path |
| 2. Depot Plaza | 4. Streetcar Maintenance Facility | |

Sub-Area 1: 4th Avenue and Iron Horse

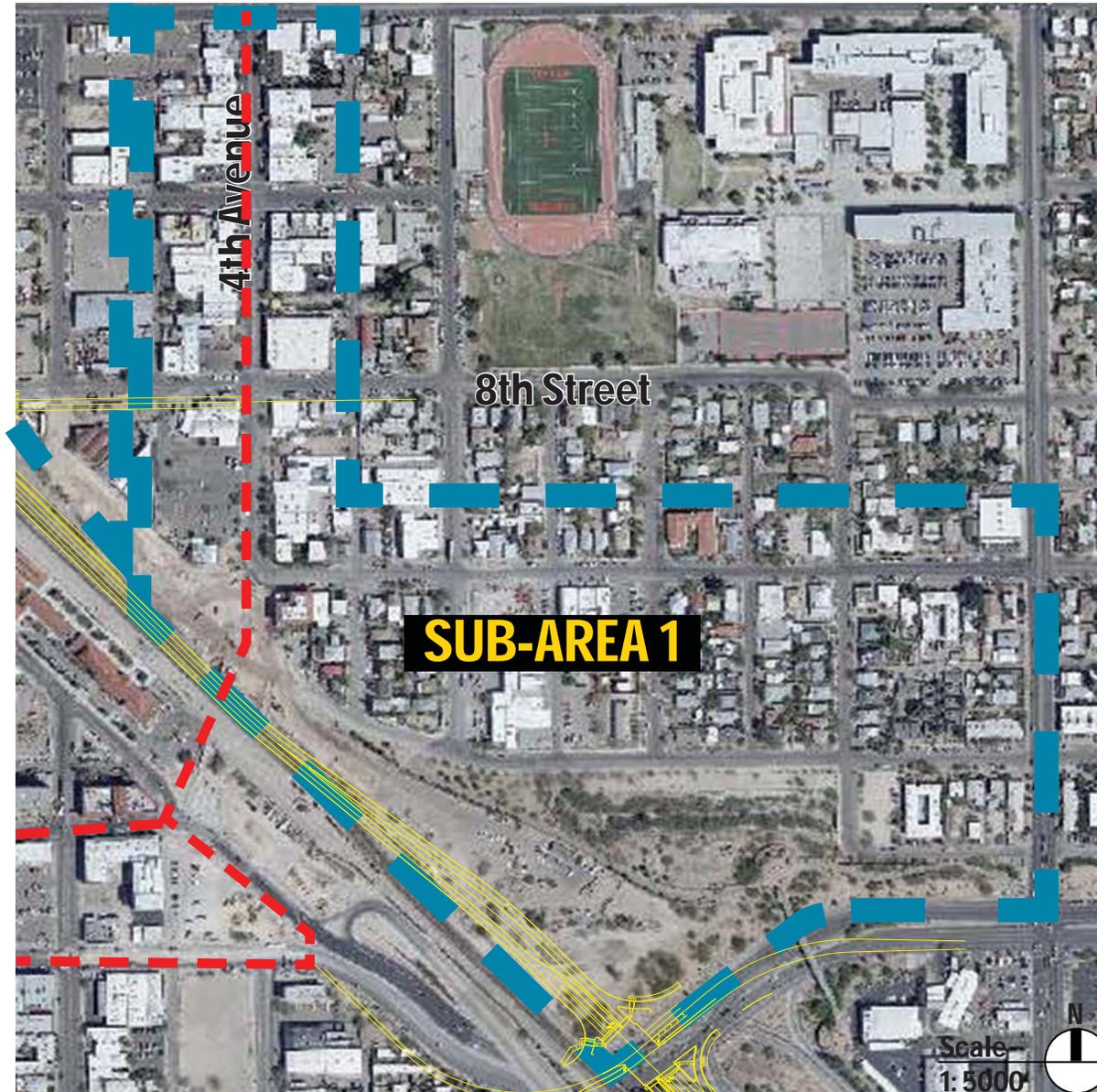


Figure 33 Streetcar Route through Sub-Area 1, running down 4th Avenue (Poster Frost Associates)

Overall Goal Sub-Area 1

- Acknowledging the value of the future Streetcar, promote Transit Oriented Development (TOD) in this sub-area.
- Accommodate this increased density and infill development in Iron Horse and 4th Avenue, while protecting the fragile historic physical character of these areas.

Sub-Area 1: 4th Avenue and Iron Horse

Character

- Create a Iron Horse district with its unique railroad era historic character that is livable, integrated, and well-maintained. Insure appropriate business, appropriate infill, aesthetic quality, public space, better participation, continued diversity, and pride of ownership.
- Enhance 9th Street as an attractive neighborhood commercial district.
- Reinforce the successful pedestrian character of the more regional 4th Avenue commercial district.

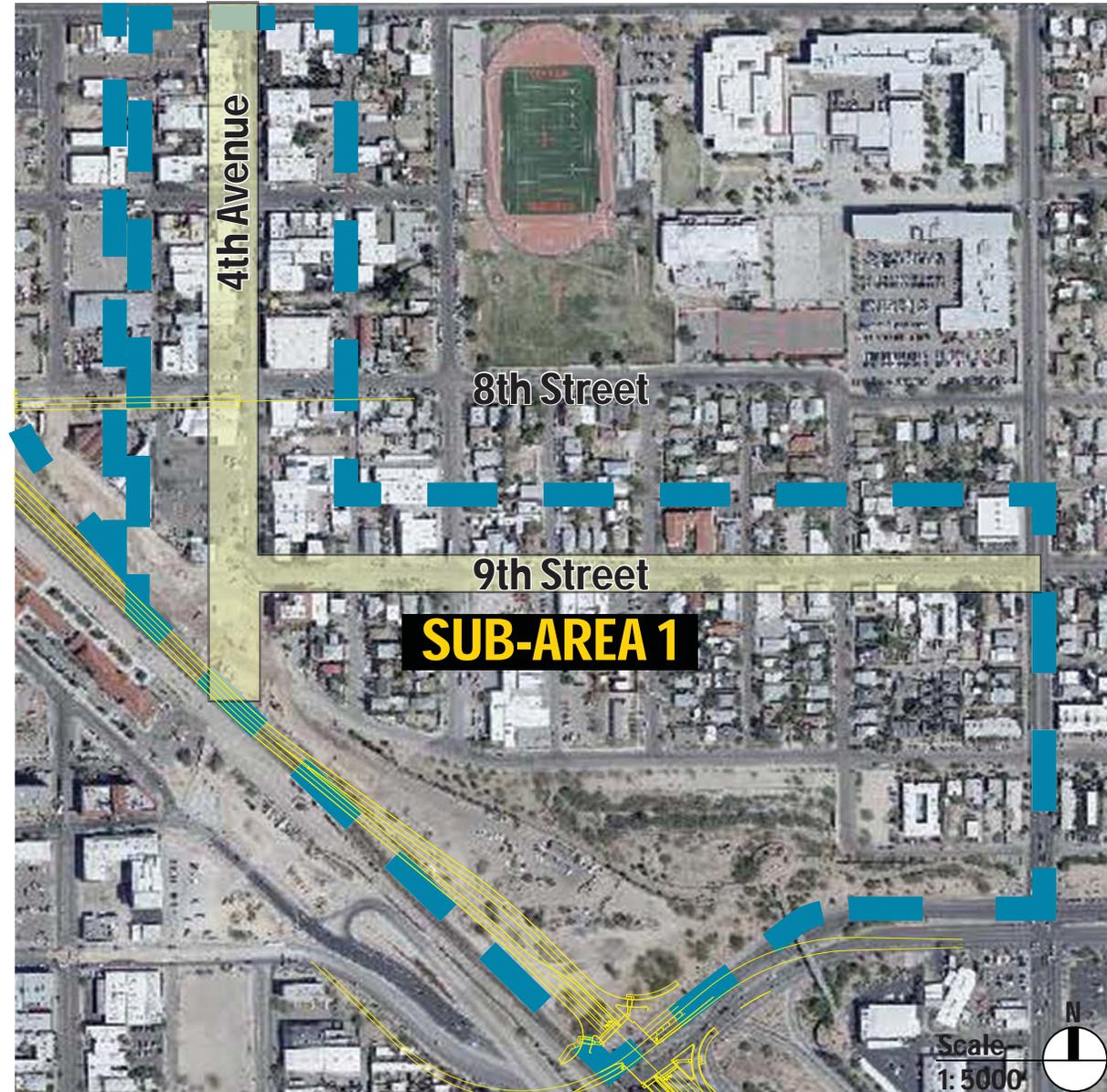
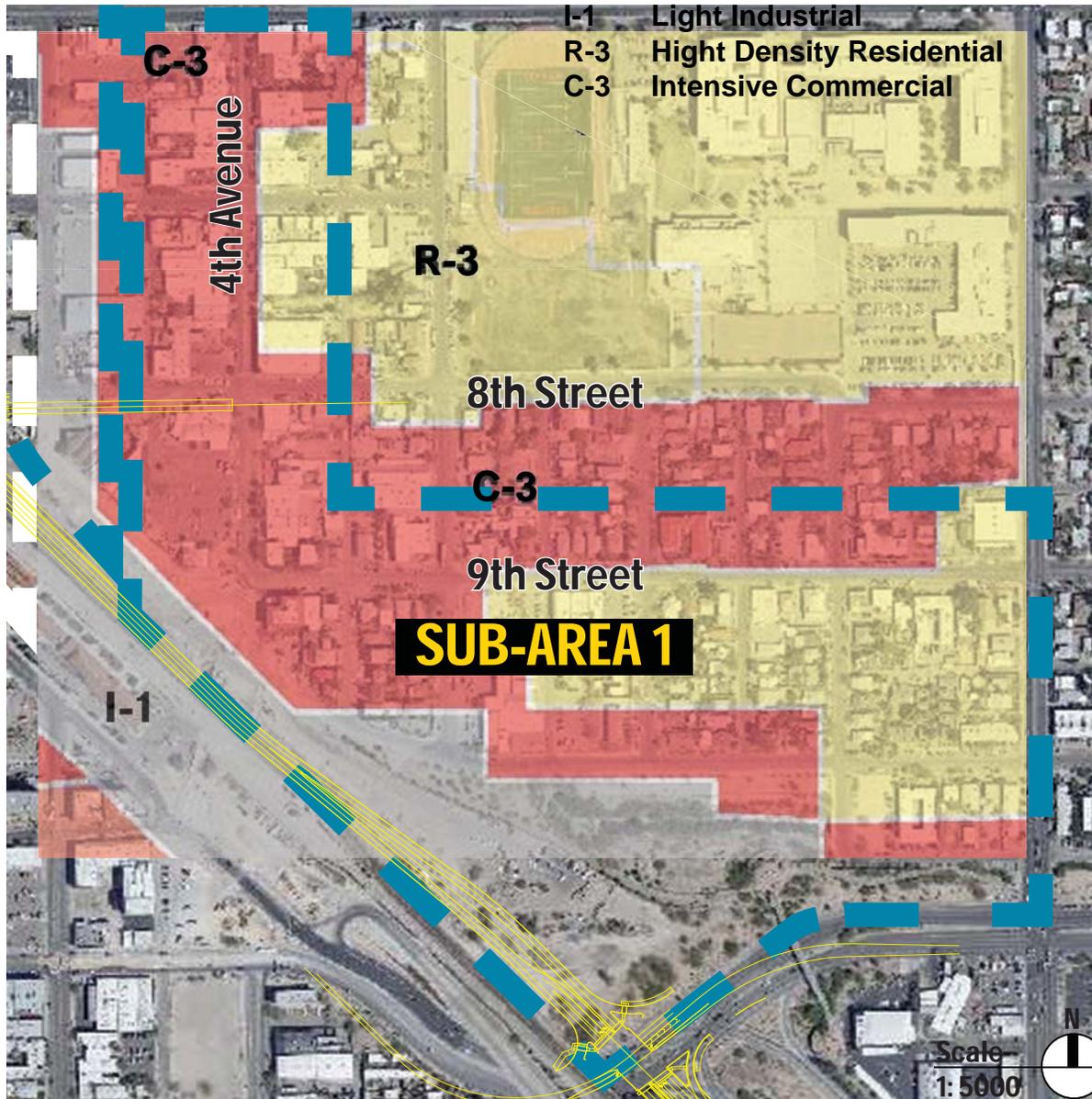


Figure 34 Major Street Improvements in Sub-Area 1, 4th Avenue and 9th Street (Poster Frost Associates)

Sub-Area 1: 4th Avenue and Iron Horse



Land Use

- Insure that the new development along 4th Avenue is compatible with the historic characteristics of the area.
- Insure that uses along 9th Street are compatible with the Iron Horse Neighborhood: i.e. neighborhood-scale commercial uses.
- Insure that the residential uses in the remainder of Iron Horse are protected.
- Insure that uses along 4th Avenue are compatible with existing regional commercial activities.
- Encourage compatible development of vacant land.

Figure 35 Current zoning in Sub-Area 1 (Poster Frost Associates).

Sub-Area 1: 4th Avenue and Iron Horse

Land Use

Work with City of Tucson Departments to consider an *Iron Horse District 9th Street Optional Overlay Zone*, with the following characteristics:

1. Owner may keep current zoning (in accordance with Proposition 207).
2. Owner may choose Overlay if:
 - Agrees to follow Design Guidelines (to be developed)
 - Keeps building height at three stories or less
 - Agrees to Design Review (format to be determined)
 - Agrees to respect historic buildings
 - Agrees to promote pedestrian streetscape and local business uses.
3. If Owner does so, he/she gets the following benefits:
 - No rezoning or PAD required
 - The on-site parking requirement is waived entirely. If Owner chooses to park on-site, it must be in structure. If “no parking option” is chosen, Owner may be required to participate in developing stand-alone structured municipal parking.
4. Owner may instead choose to proceed to a rezoning or PAD with similar standards, instead of using the optional overlay zone, if that is more attractive to the specific project.

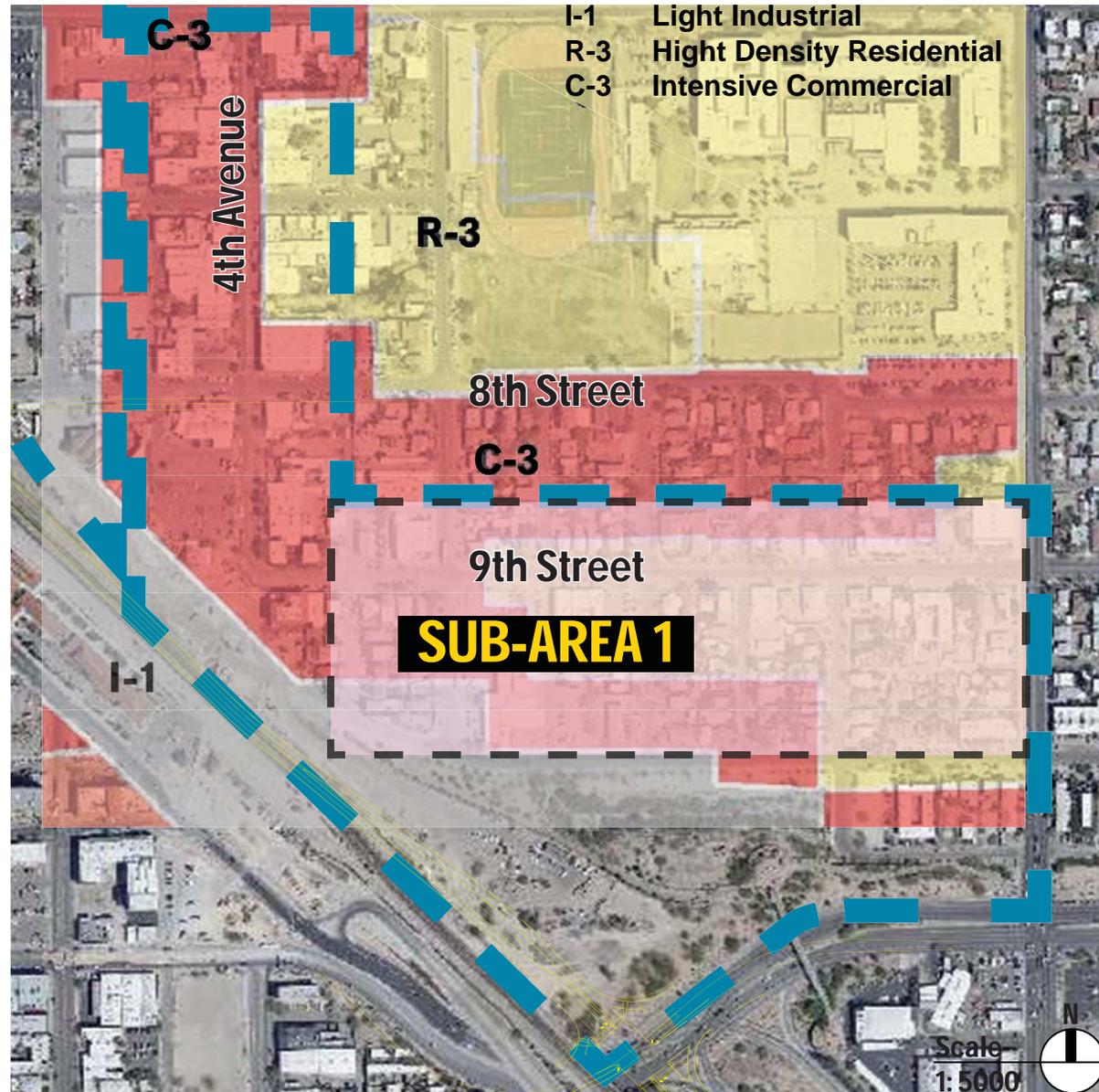


Figure 36 Sub-Area 1 current zoning and 9th Street proposed frontage (Poster Frost Associates).

Sub-Area 1: 4th Avenue and Iron Horse

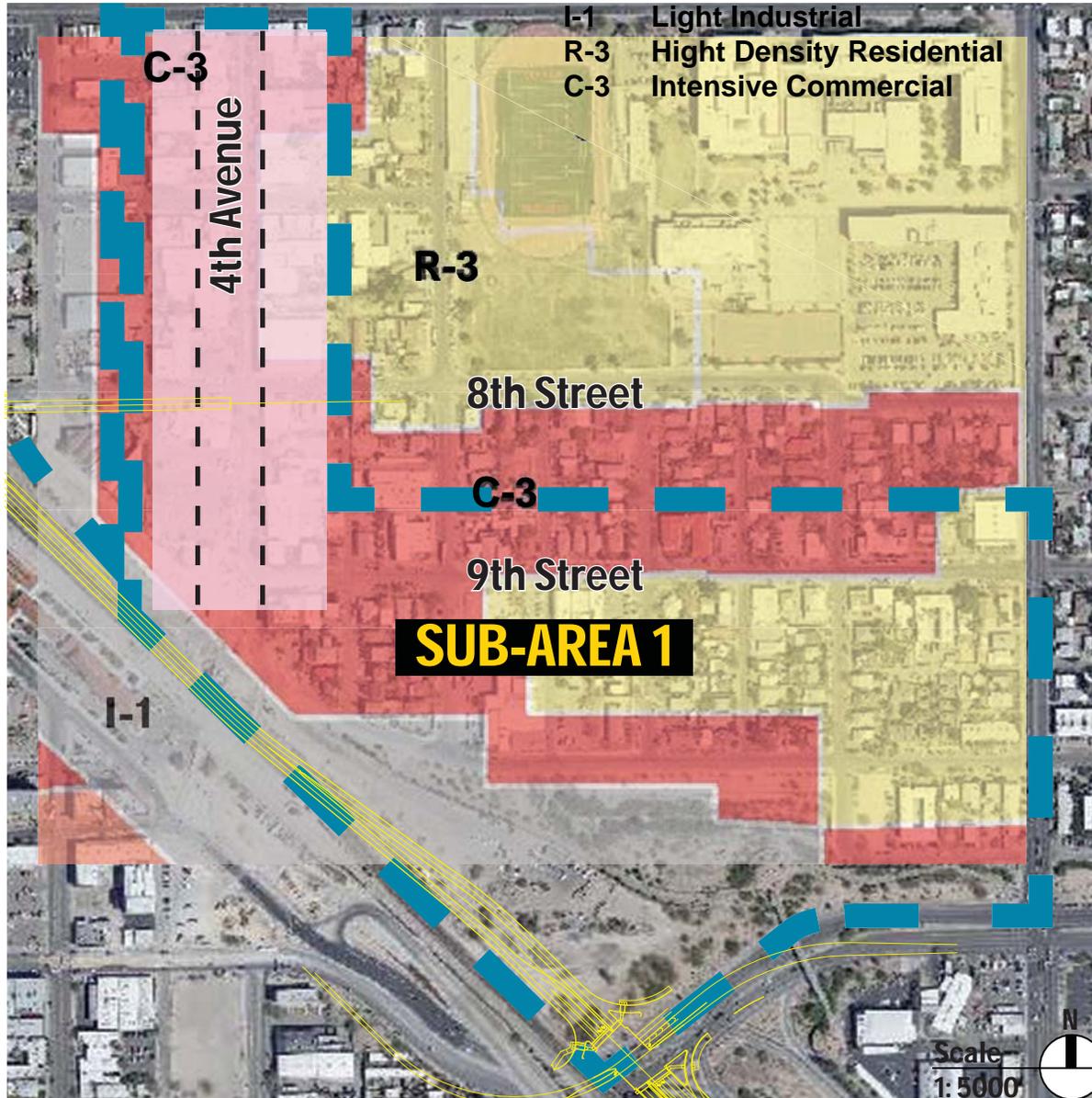


Figure 37 Sub-Area 1 current zoning and 4th Avenue frontage (Poster Frost Associates).

Land Use

Work with City of Tucson Departments to consider a 4th Avenue District Optional Overlay Zone, with the following characteristics:

1. Owner may keep current zoning (in accordance with Proposition 207).
2. Owner may choose Overlay if:
 - Agrees to follow Design Guidelines (to be developed)
 - Building heights for 4th Avenue frontage match historic character with allowable higher street corners. Behind 4th Avenue frontage, allow greater height (black dotted line).
 - Agrees to Design Review (format to be determined)
 - Respects historic structures
 - Promotes mixed-use development, including housing
3. If Owner does so, he/she get the following benefits:
 - No rezoning or PAD required
 - The on-site parking requirement is waived entirely. If Owner chooses to park on-site, it must be in structure. If no-parking option is chosen, the Owner may be required to participate in the structured municipal parking.
4. Owner may choose to proceed to a rezoning or PAD with similar standards, instead of using the optional overlay zone, if that is more attractive to the specific project.

Sub-Area 1: 4th Avenue and Iron Horse



Figure 38 Massing model showing existing buildings in Sub-Area 1 (*Poster Frost Associates*).

Sub-Area 1: 4th Avenue and Iron Horse

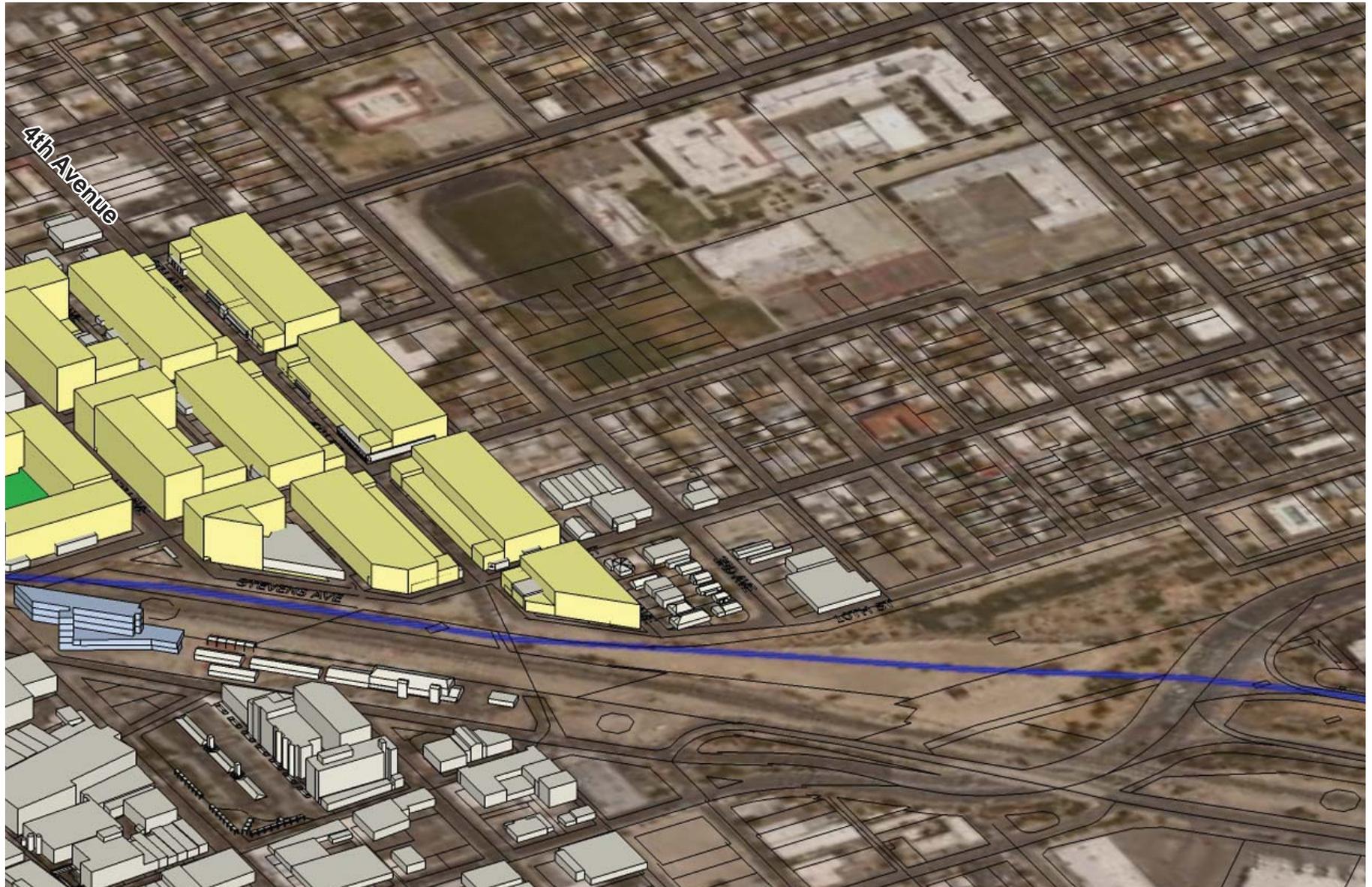


Figure 39 Massing model showing allowable heights in 4th Avenue Overlay Proposal, (low at 4th Avenue, higher at corners, higher still east and west) assuming all historic buildings are preserved (*Poster Frost Associates*).

Sub-Area 1: 4th Avenue and Iron Horse



Figure 41 9th Street and 2nd Avenue intersection aerial (Poster Frost Associates).

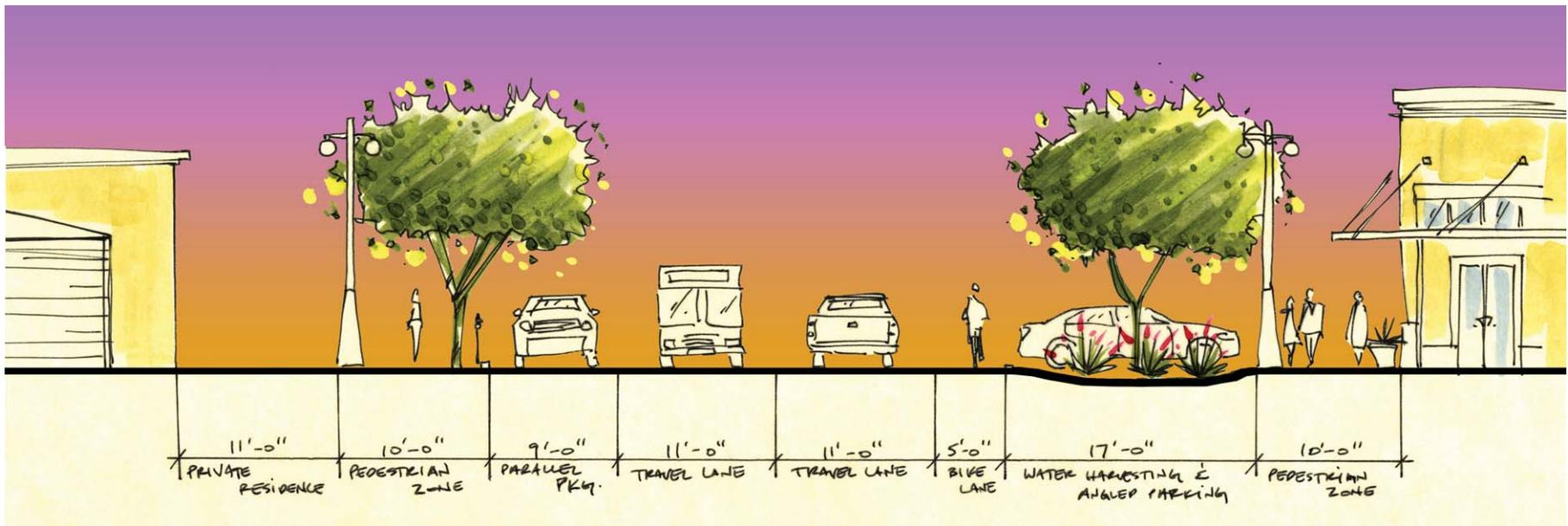


Figure 40 Iron Horse 9th Street and 2nd Avenue Section (Wheat Scharf Associates, 2009)

Sub-Area 1: 4th Avenue and Iron Horse

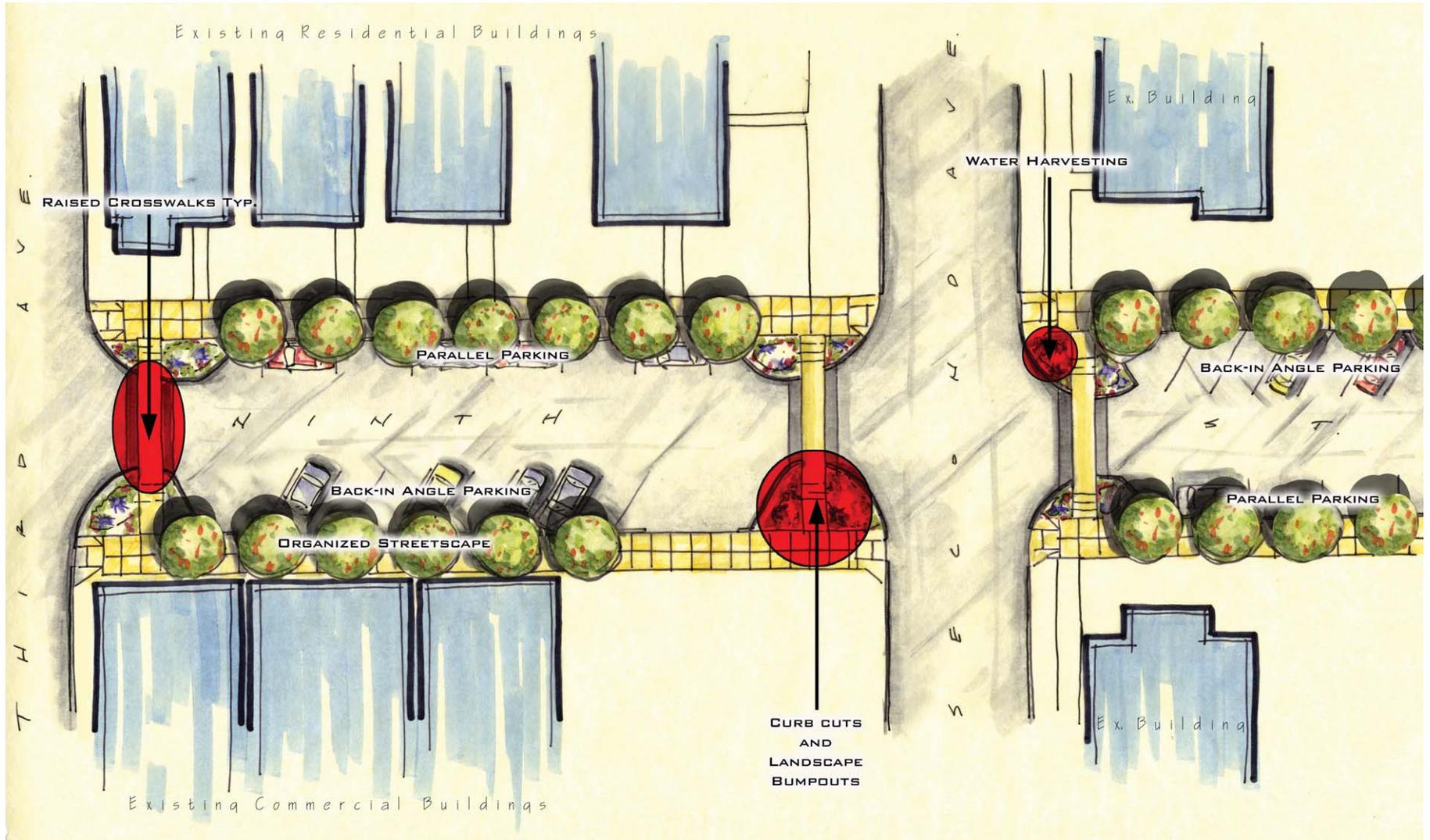


Figure 42 Iron Horse 9th Street 2nd Avenue Plan (Wheat Scharf Associates, 2009)

Sub-Area 1: 4th Avenue and Iron Horse

Connectivity

- Insure the neighborhood and district bicycle and pedestrian routes (blue) connect to the new Downtown Links multi-use path (green), the Rattlesnake Bridge (orange), and the Aviation Parkway Bicycle Path (light green).
- Work closely with Streetcar designers and planners to insure neighborhood and district connectivity to the new Streetcar (dotted red line).

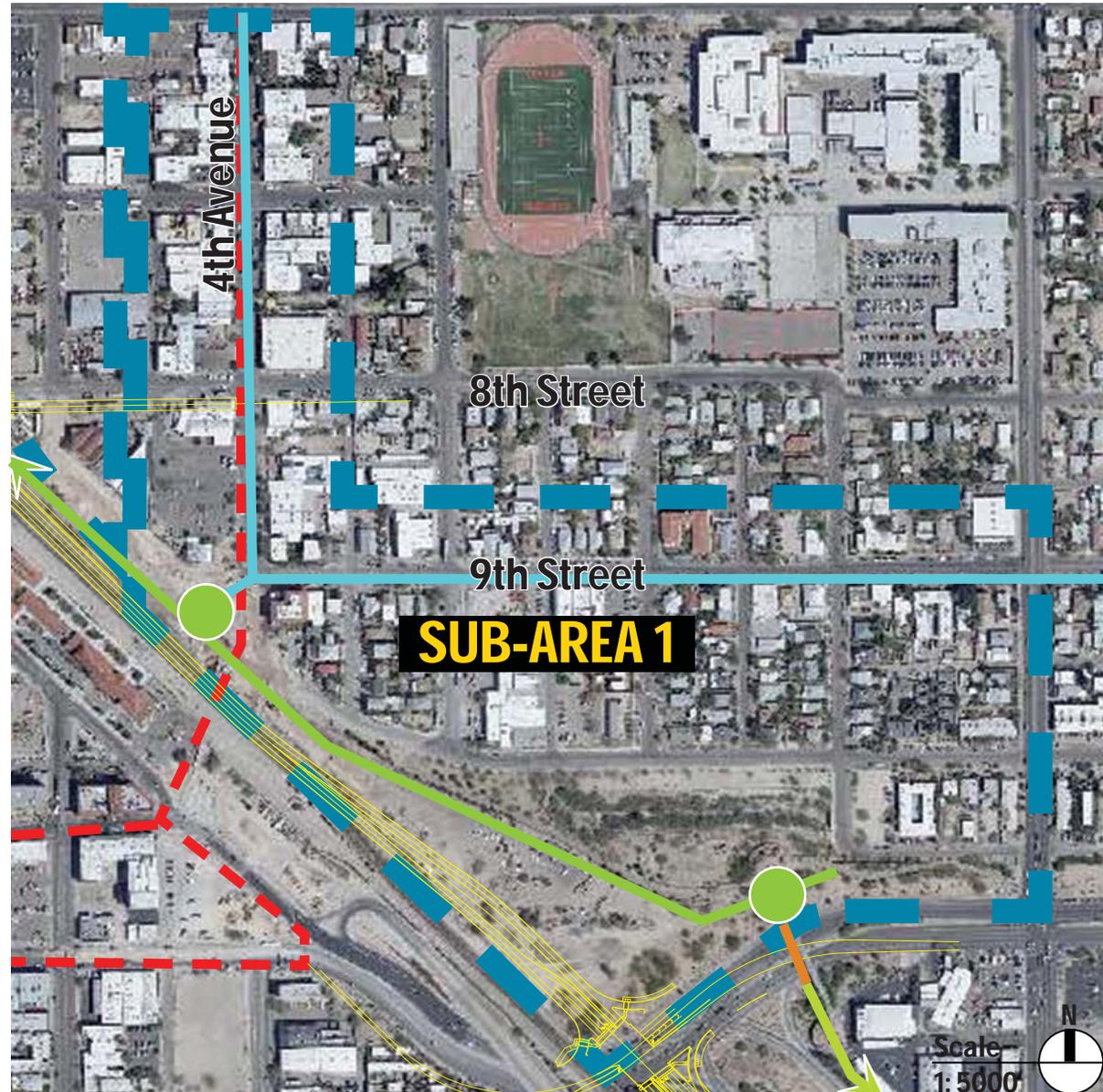


Figure 43 Bicycle and Pedestrian Route Connections with new Downtown Links multi-use path and the new Streetcar Route (*Poster Frost Associates*)

Sub-Area 1: 4th Avenue and Iron Horse

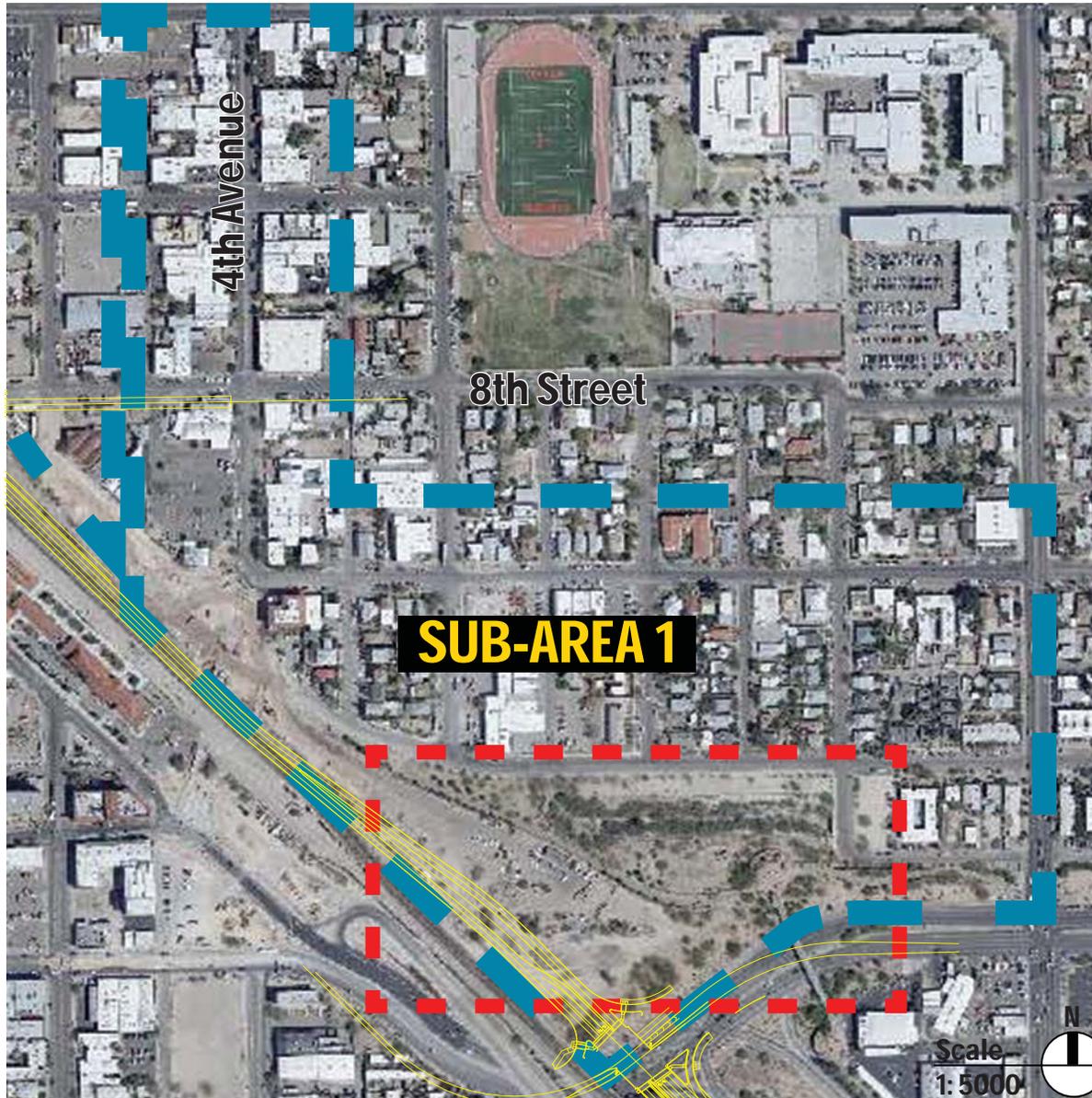


Figure 44 Dotted red window identifies location of proposed Iron Horse Park Improvements (*Poster Frost Associates*).

Infrastructure

- Work with City of Tucson Parks and Recreation to enhance the Iron Horse Park as per the *Iron Horse Neighborhood Plan*.
- Negotiations with Arizona Department of Transportation will finalize Downtown Links road configuration and size of land available for park (plans shown here are for illustration purposes only).
- Consider potential, on-site housing uses associated with the park improvements.
- Future of Arroyo Chico (open or decked, not funded by Downtown Links) is unknown and will influence park design. Open is preferred.
- Park currently not funded by Downtown Links. Park will be designed and funded by COT Parks & Recreation with future funds.

Sub-Area 1: 4th Avenue and Iron Horse

Infrastructure

- Sample Park Design (as per *Iron Horse Neighborhood Plan* by PRO Neighborhoods.)
- Actual future park will be a capital project designed and implemented by COT Parks and Recreation with funds not yet in place.



Figure 45 Illustrative Iron Horse Park design in aerial context (see next page for details) (*Wheat Scharf Associates, 2009 and Poster Frost Associates*).

Sub-Area 1: 4th Avenue and Iron Horse



Figure 46 Iron Horse Park Plan (Wheat Scharf Associates, 2009)

Sub-Area 1: 4th Avenue and Iron Horse

Infrastructure

- Continue to develop plans for the improvement of 9th Street as a local boulevard. Make permanent the back-in diagonal parking. Improve landscape and streetscape features to support that design.
- Work with the *4th Avenue Merchants Association* to make continued improvements to the streetscape along 4th Avenue. Coordinate these improvements with the Streetcar improvements.
- Utilize native species and water harvesting from building and street run-off wherever possible.
- Manage and maintain existing and new infrastructure in a spirit of stewardship with a focus on safety, consistent maintenance, and environmental sensibility.

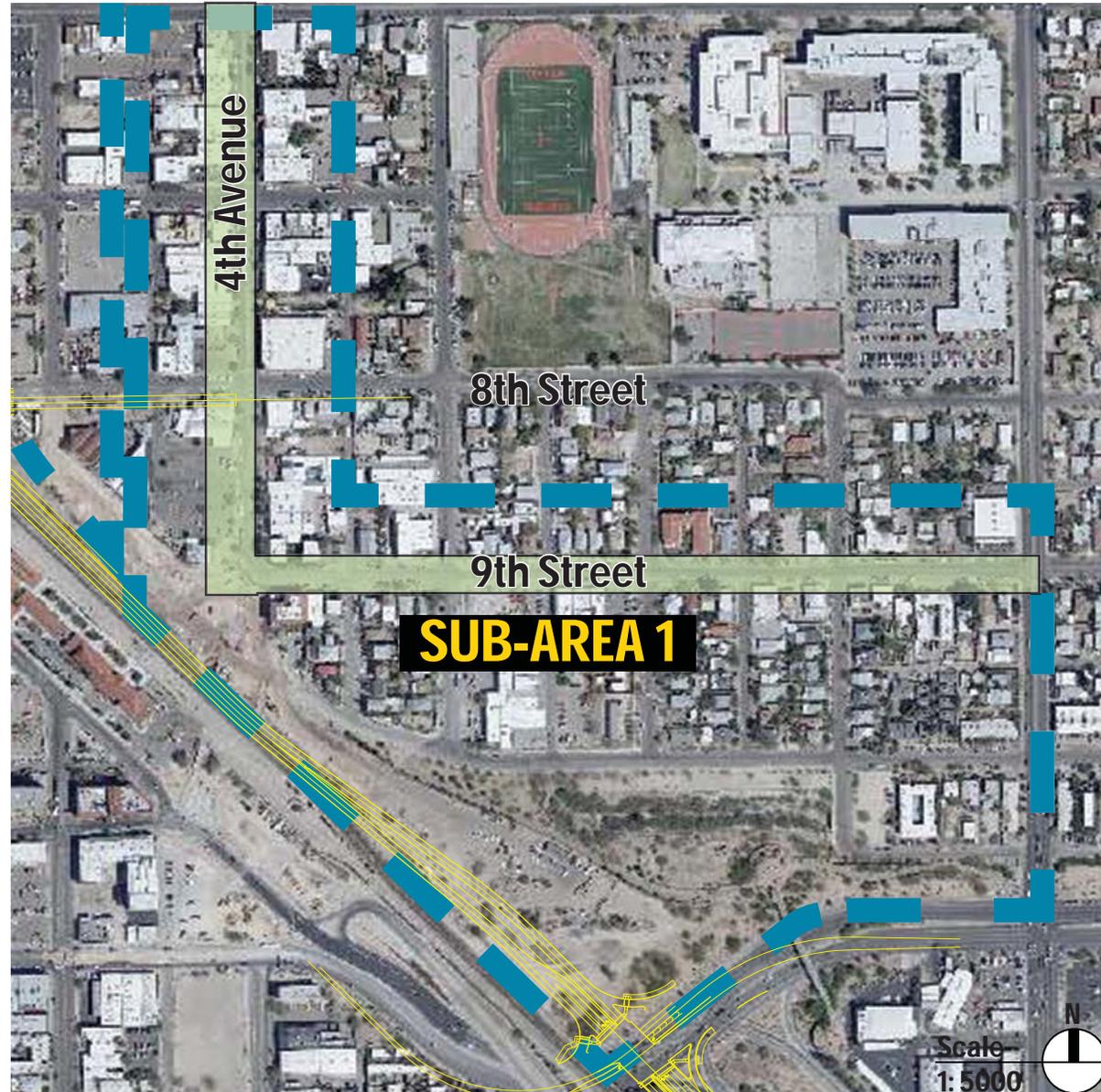


Figure 47 Area of improvements on 4th Avenue and 9th Street (Poster Frost Associates).

Sub-Area 1: 4th Avenue and Iron Horse



Figure 48 4th Avenue proposed underpass (*DesignBuild Collaborative, Tucson, Arizona*)

Sub-Area 2: Warehouse Triangle District

Overall Goal Sub-Area 2

- Acknowledging the value of the coming influence of the Streetcar, promote Transit Oriented Development (TOD) in this District.
- Assist developers in their efforts to achieve substantially increased density on larger-parcel development sites. Promote mixed-use, mixed-income, pedestrian-oriented, high quality development.

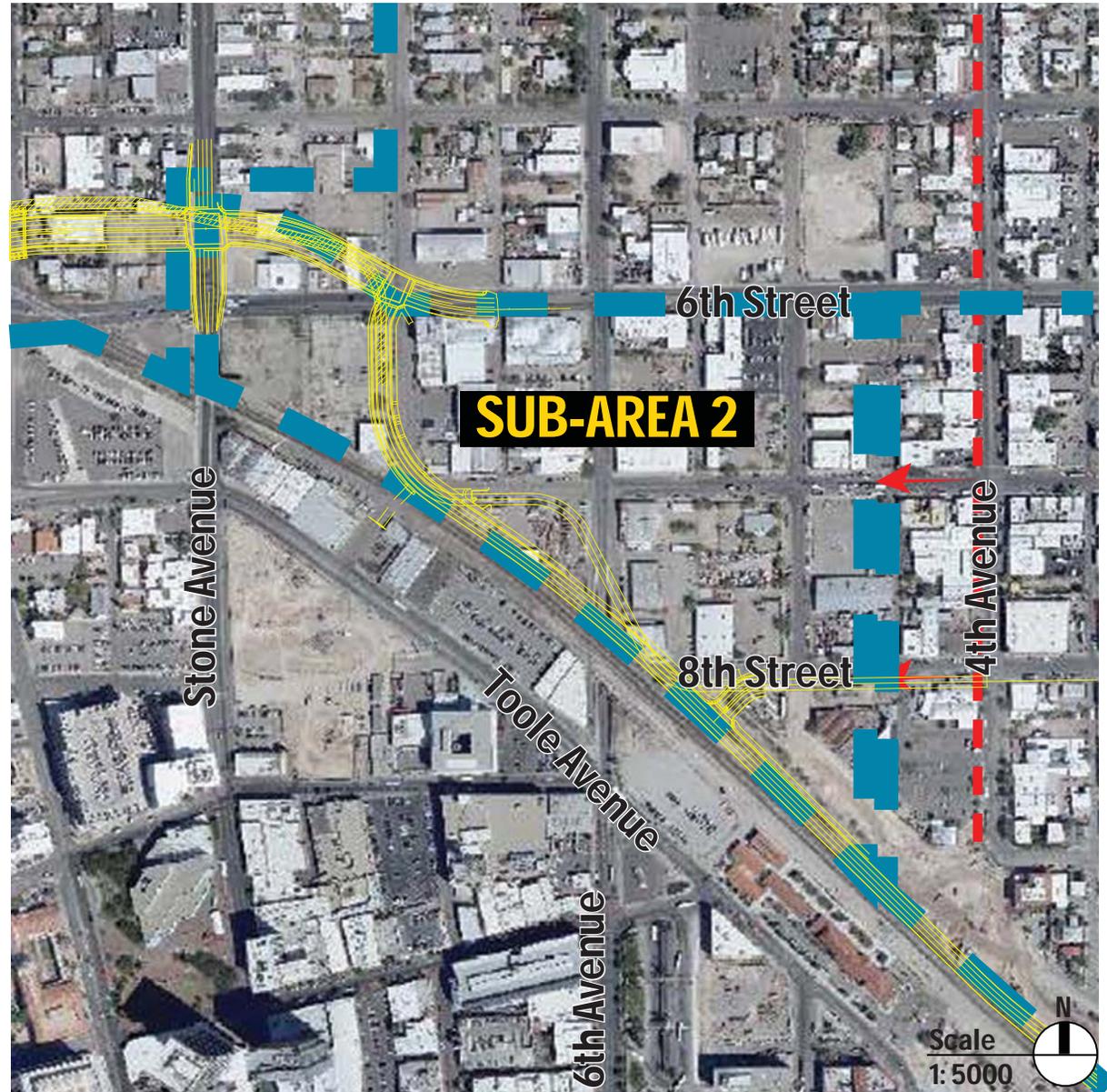


Figure 49 Sub-Area 2 with Streetcar at 4th Avenue shown in dotted red (Poster Frost Associates).

Sub-Area 2: Warehouse Triangle District

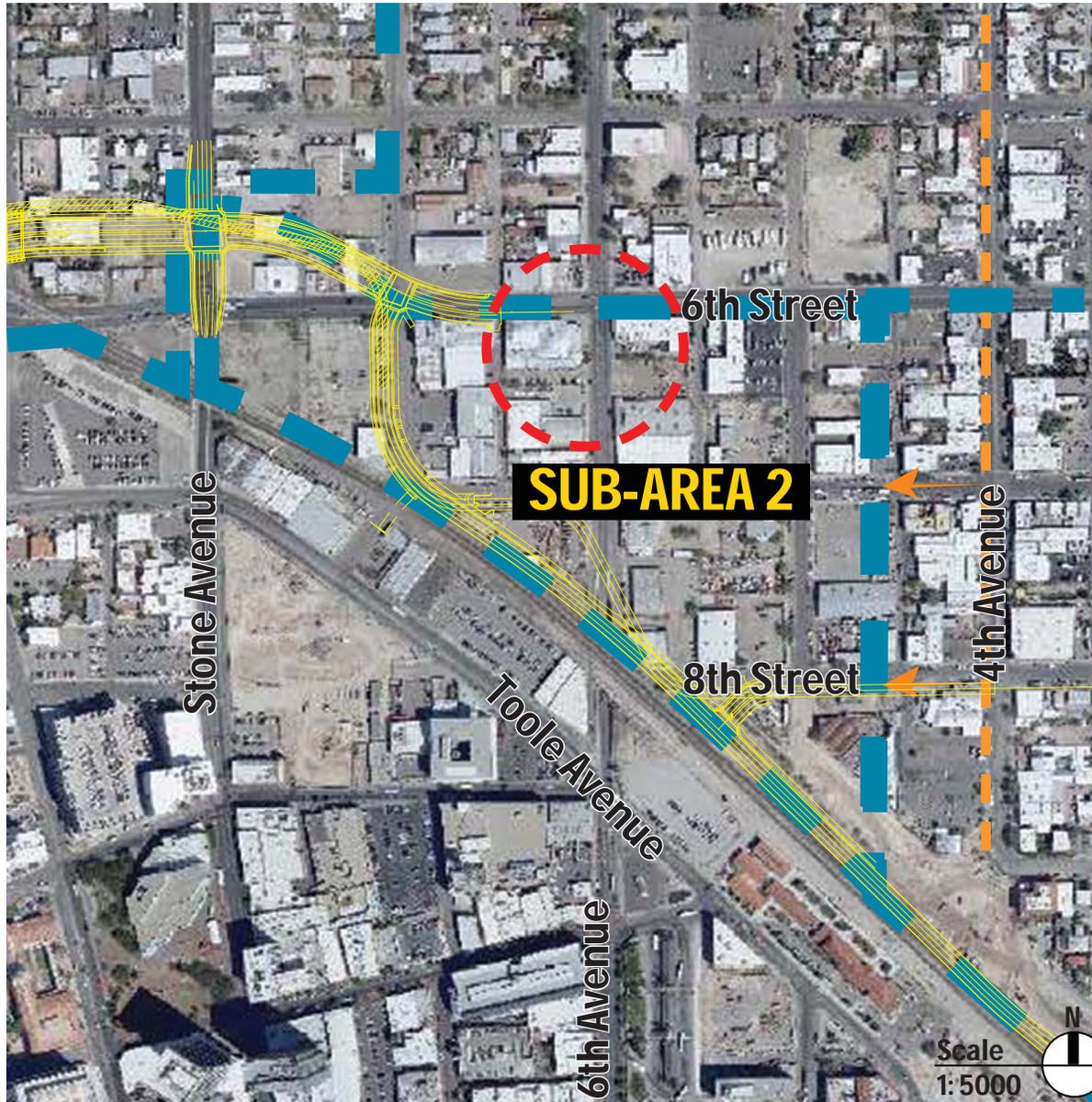


Figure 50 Sub-Area 2 with Streetcar on 4th Avenue (orange dotted line) and 6th and 6th node (red dotted circle) (Poster Frost Associates).

Character

- Create a Warehouse Triangle District with significantly increased intensity of land uses.
- Utilize the future Streetcar (orange line on 4th Avenue at right) to make this area the new development nexus district between the University of Arizona and Downtown.
- Make Sub-Area 2 very urban with mixed-uses: residential, retail, entertainment, arts-related and office.
- Focus art and design uses especially around 6th Avenue and 6th Street (red dotted circle at right), building on existing success.

Sub-Area 2: Warehouse Triangle District

Land Use

Work with City of Tucson Developments to consider a *Warehouse Triangle District Optional Overlay Zone*, with the following characteristics (overlay area is entire district shown):

1. Owner may keep current use or current zoning (in accordance with Proposition 207).
2. Owner may choose Overlay if:
 - Follows Design Guidelines (to be developed)
 - Agrees to Design Review (format to be determined)
 - Respects historic structures
 - Promotes mixed-use
 - Promotes pedestrian streetscape and street grid, promotes arts-related uses, reinforces inner courtyard pedestrian network.
3. If Owner does so, he/she get the following benefits:
 - No rezoning or PAD required
 - Allow heights up to 10 stories.
 - On-site parking requirement is waived entirely. Any on-site parking should be in structure. If the "no-parking" option is chosen, Owner will be required to participate financially in the development of structured municipal parking.
4. Owner may choose to proceed to a rezoning or PAD with similar standards, instead of using optional the optional overlay zone, if that is more attractive to the specific project.

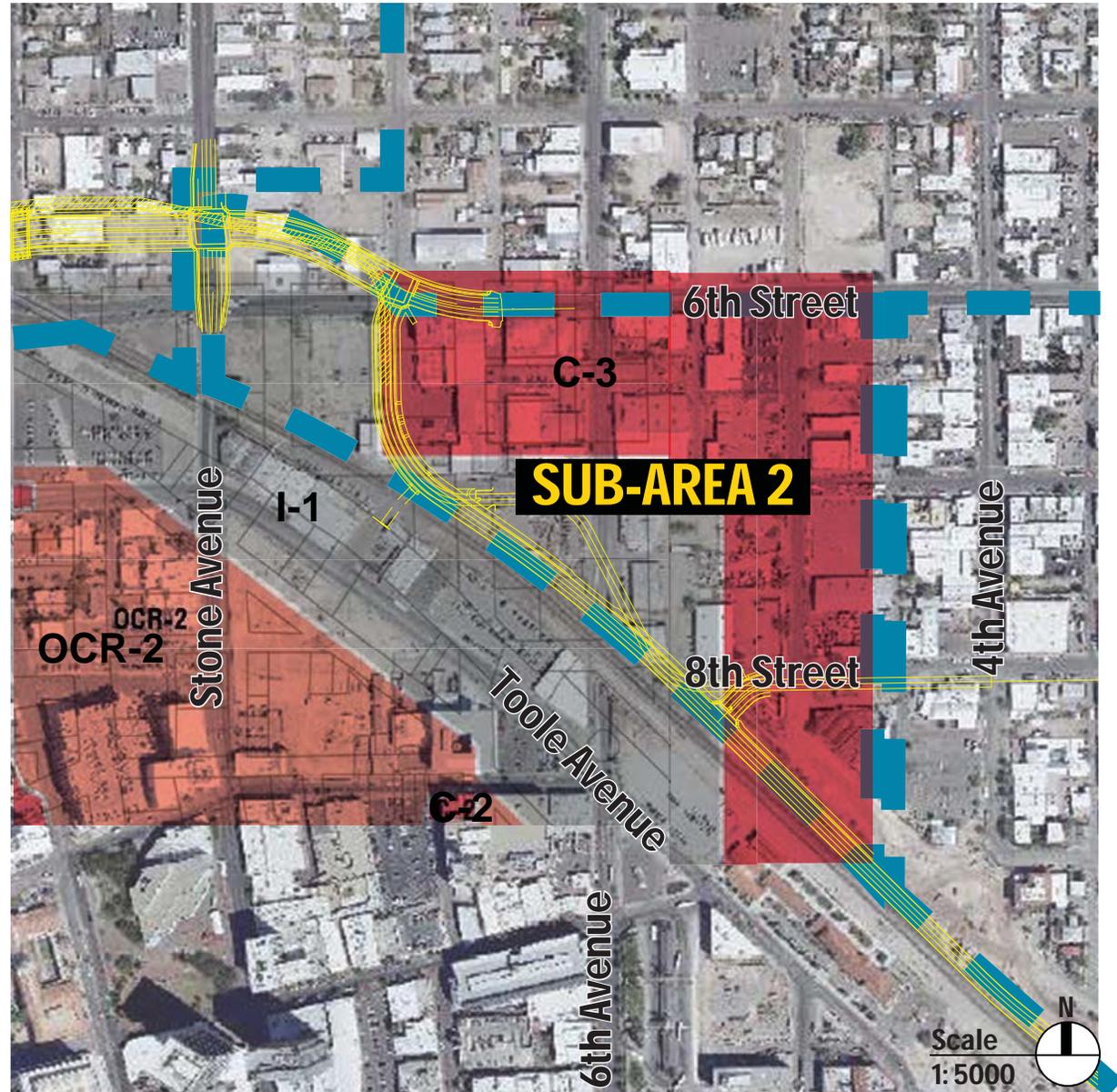


Figure 51 Warehouse Triangle District with current zoning (Poster Frost Associates).

Sub-Area 2: Warehouse Triangle District



Figure 52 Massing model showing allowable heights in Warehouse Triangle District. Plan assuming all historic buildings are preserved (*Poster Frost Associates*).

Sub-Area 2: Warehouse Triangle District

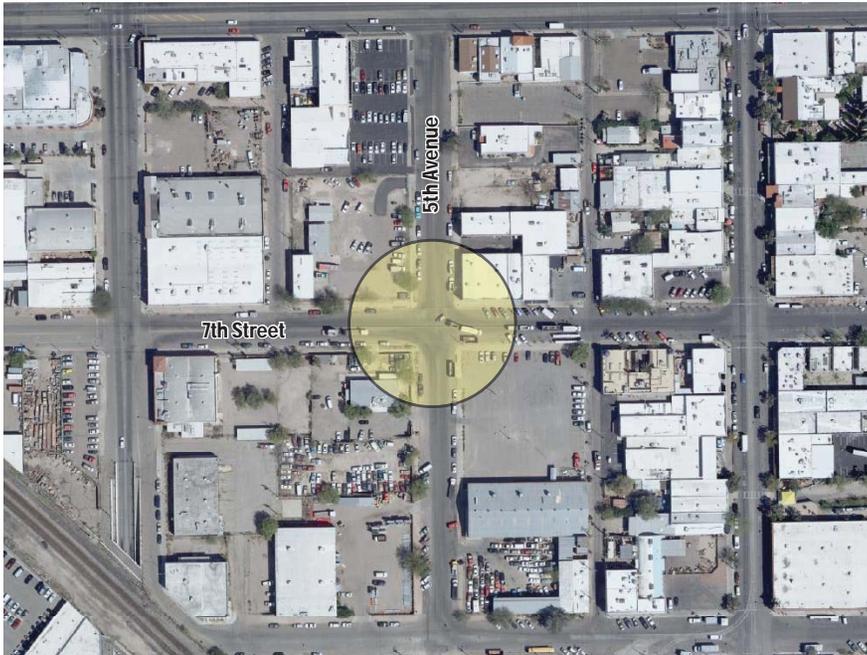


Figure 55 5th Avenue 7th Street Aerial View (Poster Frost Associates).

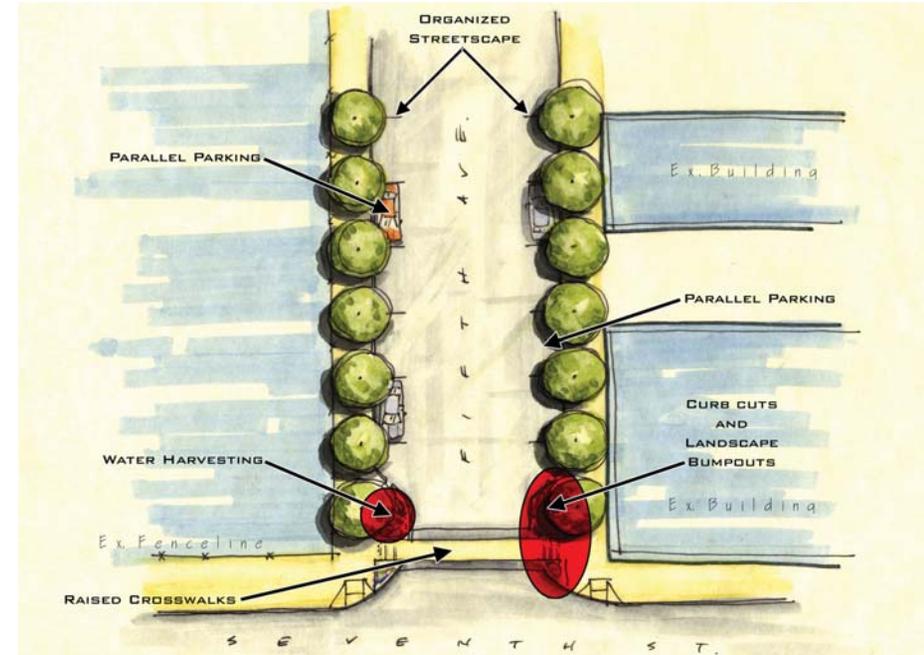


Figure 53 5th Avenue 7th Street Parallel Parking Plan (Wheat Scharf Associates, 2009)

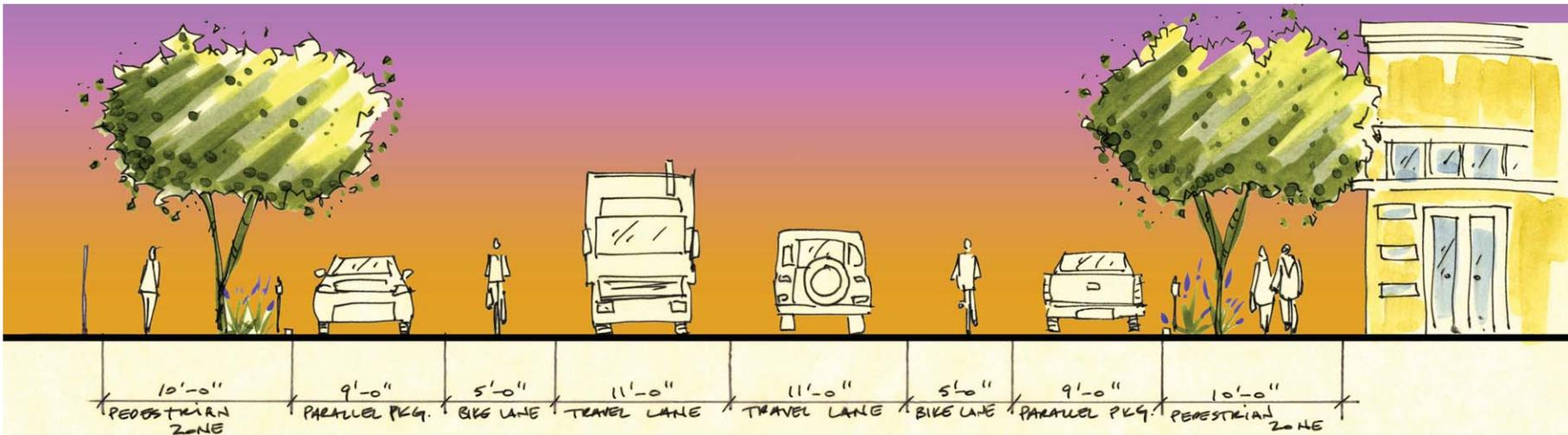


Figure 54 5th Avenue Parallel Parkin Section (Wheat Scharf Associates, 2009)

Sub-Area 2: Warehouse Triangle District

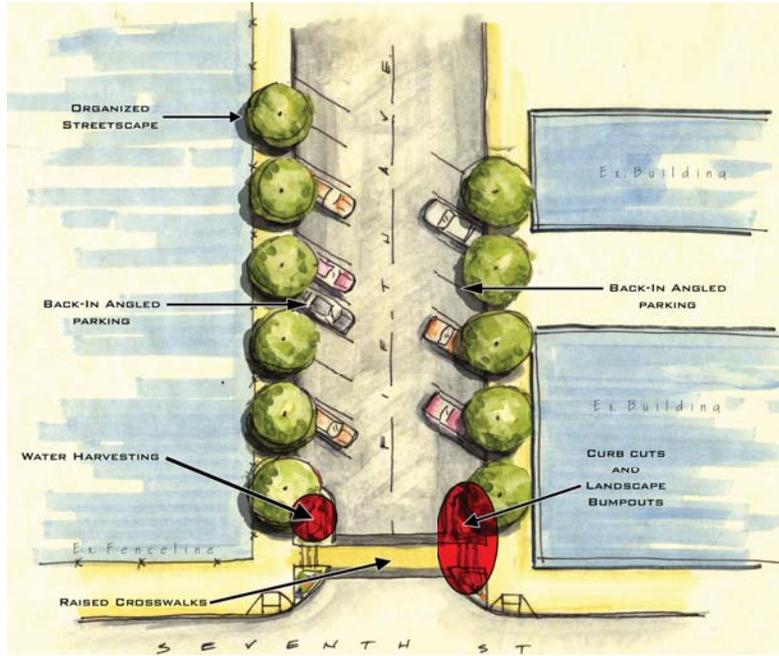


Figure 56 5th Avenue 7th Street Angular Parking Plan (Wheat Scharf Associates, 2009)

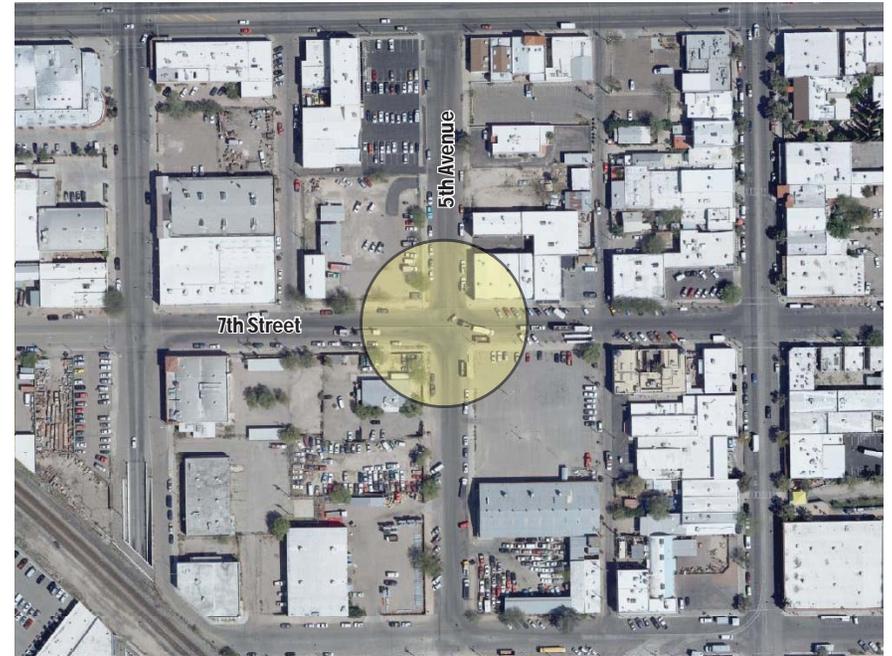


Figure 58 5th Avenue 7th Street Aerial View (Poster Frost Associates).

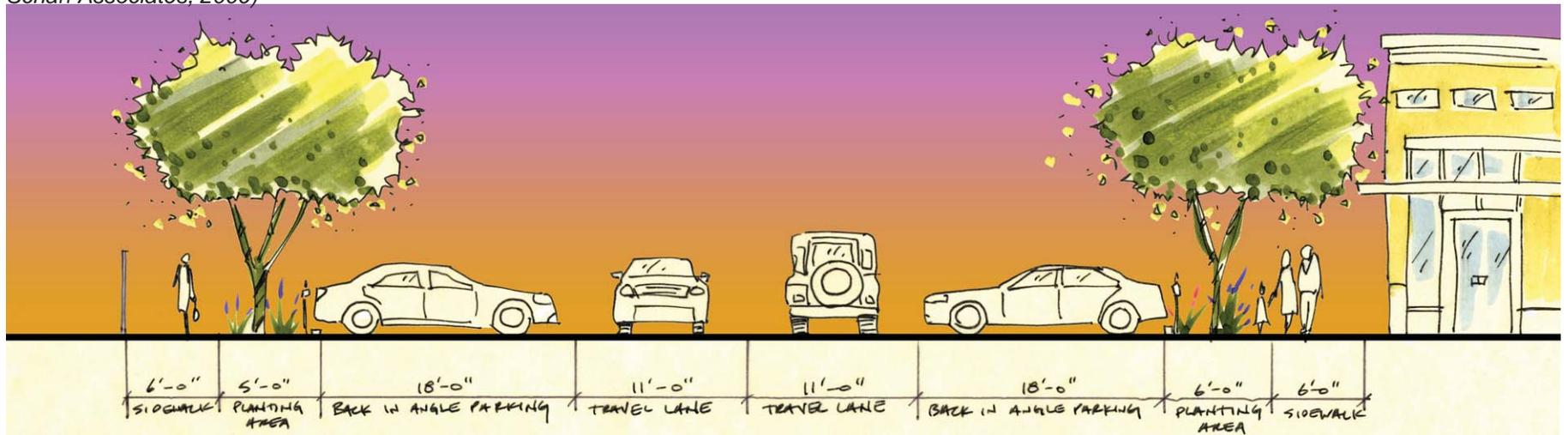


Figure 57 5th Avenue Angular Parking Section (Wheat Scharf Associates, 2009)

Sub-Area 2: Warehouse Triangle District

Land Use

Sample Site:
Southeast Corner of Stone and Downtown Links.

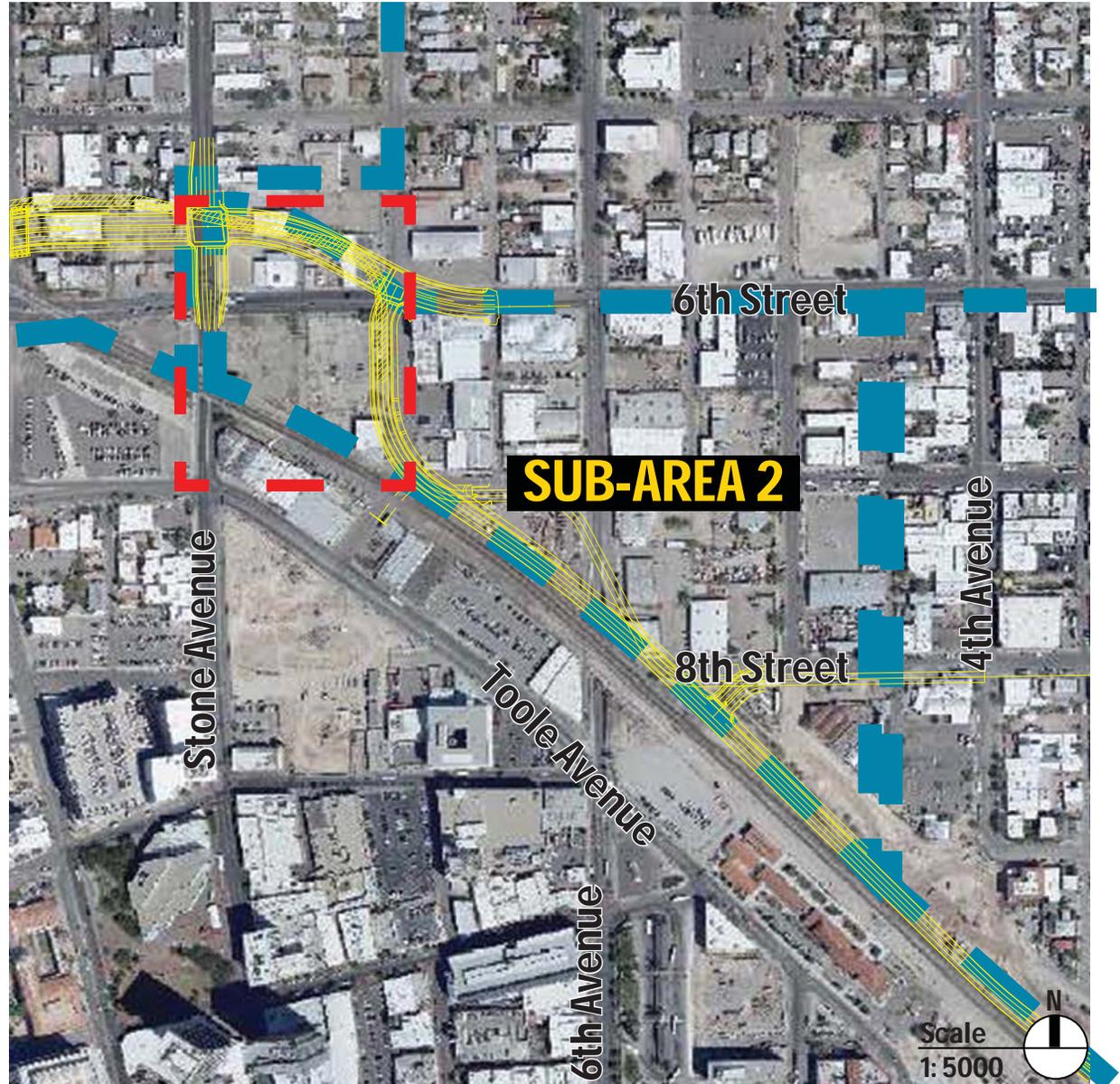


Figure 59 Illustrative Warehouse Triangle District site development (see following page for details)
(Poster Frost Associates).

Sub-Area 2: Warehouse Triangle District



Land Use

Sample Site. Private developer; private funding.

1. Abandon portions of 6th Street vacated by Downtown Links
2. Preserve utility easements
3. Save existing structures
4. Build continuous multi-use path west across Stone Avenue underpass.
5. Build a new gateway building east of Stone: 14K square foot artist warehouse space on ground floor.
6. Build 60 affordable housing units (LIHTC?) (steps up to 10 stories) above warehouse space.
7. Build additional multi-level mixed-use space, with structured parking.
8. Provide attractive landscape screening and open space.

Figure 60 Sample site land use in the Warehouse Triangle District (Poster Frost Associates).

Sub-Area 2: Warehouse Triangle District

Infrastructure and Connectivity

- Improve streetscape and pedestrian infrastructure to make this area an attractive place for pedestrians and business (yellow).
- Provide wide sidewalks, extensive native shade trees irrigated by water-harvesting.
- Maximize on-street parking using a mix of diagonal and parallel parking as appropriate.
- Utilize the small street (alley) system to provide a pedestrian network of paths and plazas (green dotted lines, yellow circles).
- Manage and maintain existing and new infrastructure in a spirit of stewardship with a focus on safety, consistent maintenance, and environmental sensibility.

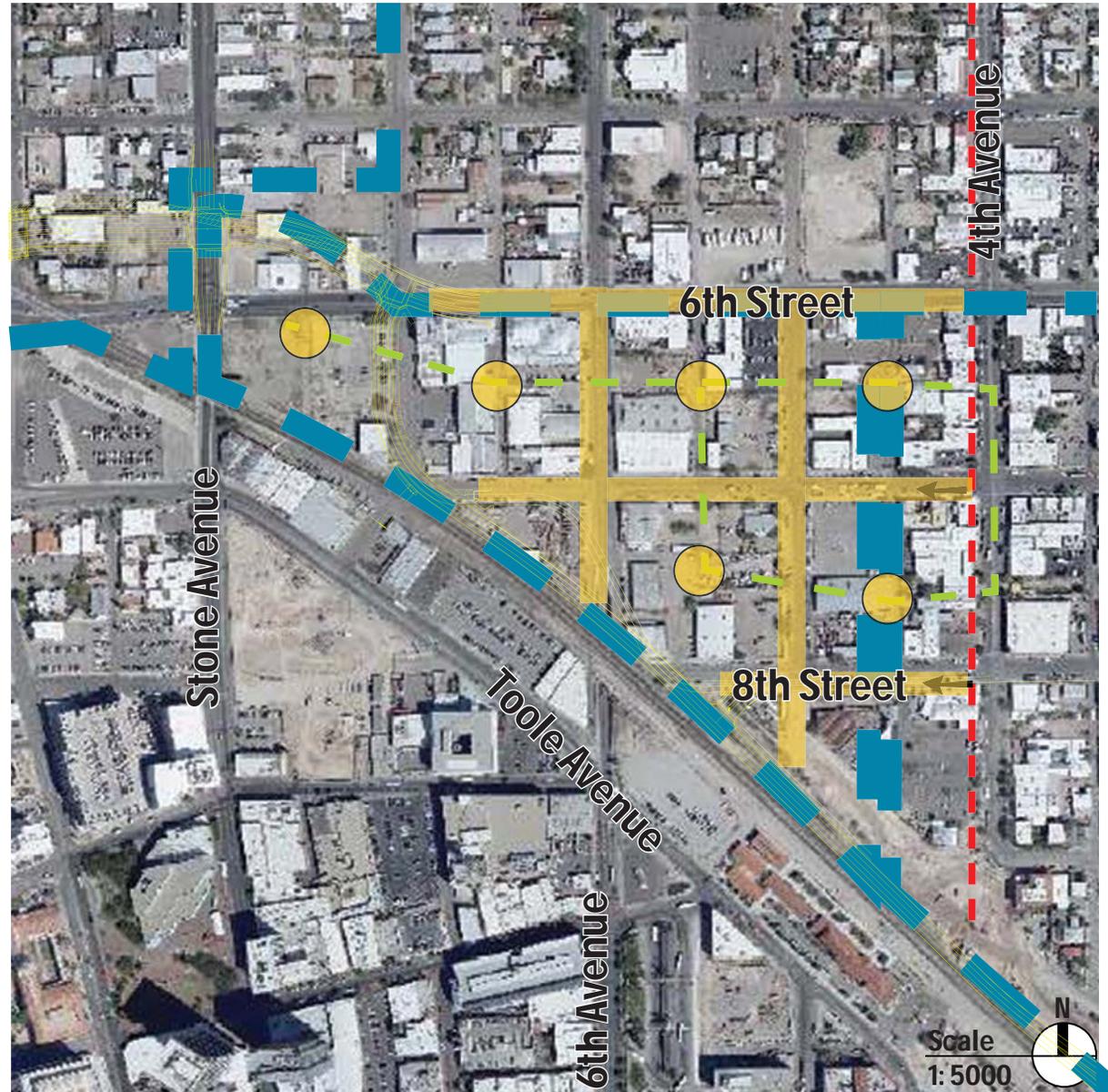


Figure 61 Pedestrian and public transport paths and nodes in the Warehouse Triangle District (Poster Frost Associates).

Sub-Area 2: Warehouse Triangle District

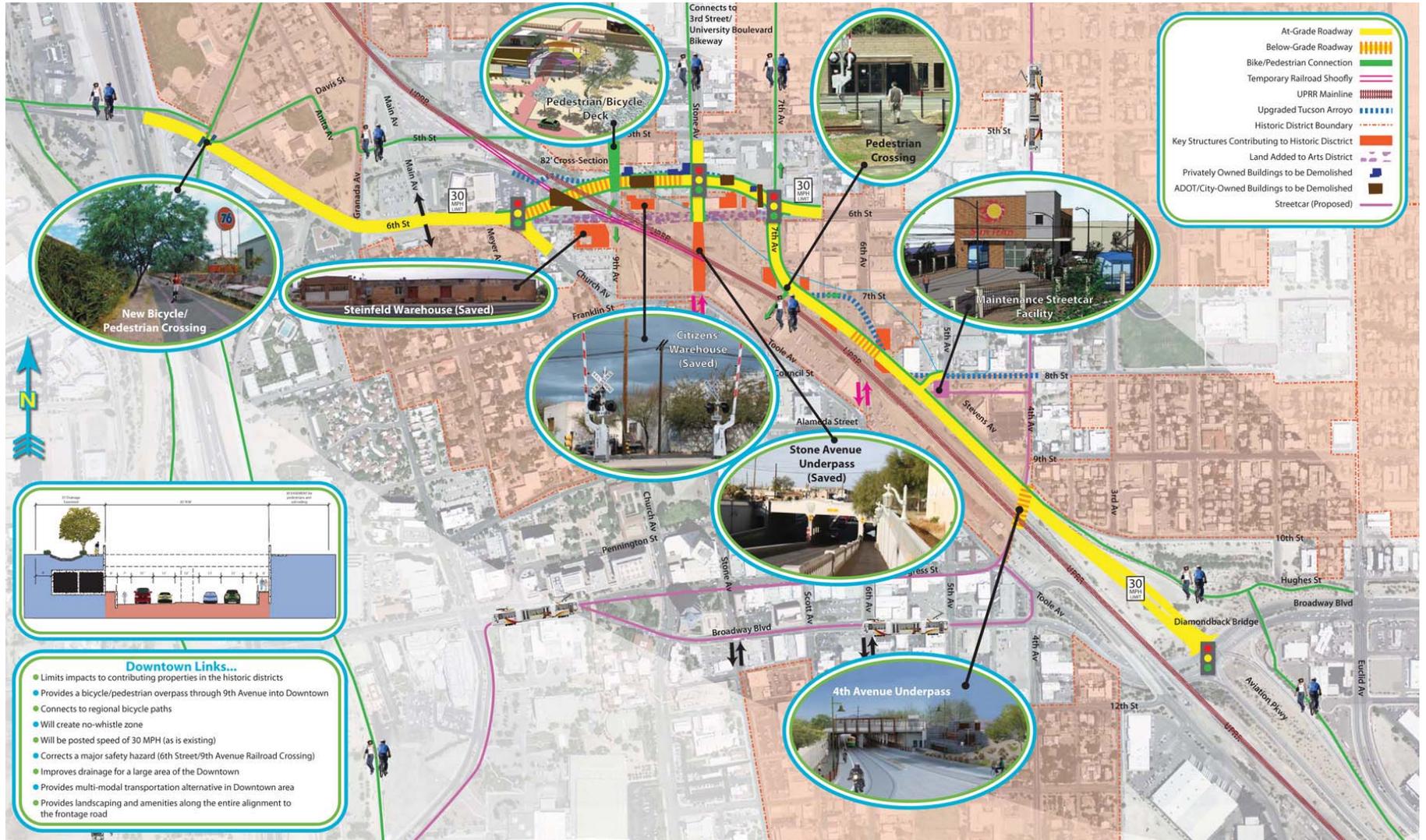


Figure 62 Downtown Links Map, with Warehouse Triangle District amidst surrounding context (Regional Transportation Authority).

Sub-Area 3: The Neighborhoods

Overall Goal Sub-Area 3

Work with adjoining neighborhoods (El Presidio, Dunbar Spring, West University, and Barrio Anita) and the University of Arizona to implement a broad range of neighborhood improvements and compatible development opportunities

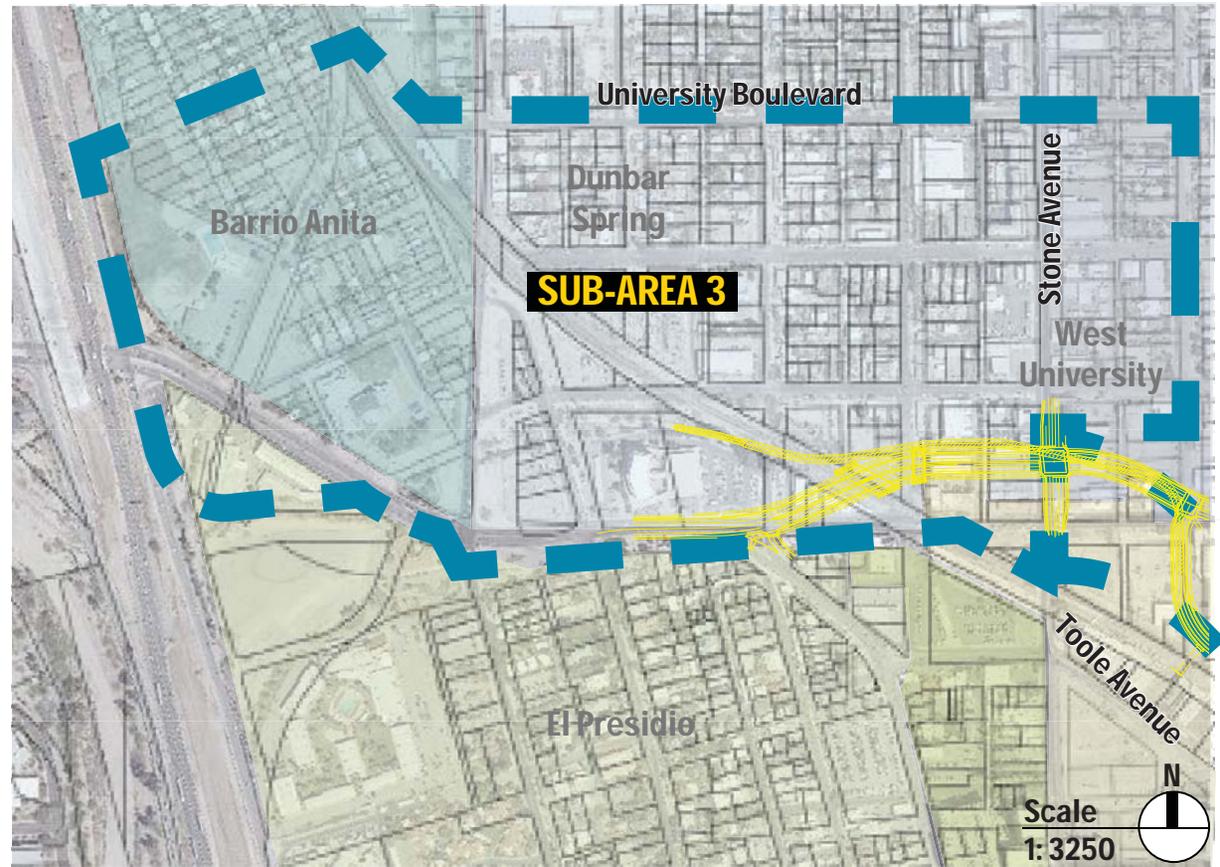


Figure 63 Historic neighborhoods in Sub-Area 3 (Poster Frost Associates).

Sub-Area 3: The Neighborhoods



Figure 64 Sub-Area 3 (in blue dotted line with new Downtown Links alignment in yellow) (Poster Frost Associates).

Character Sub-Area 3

- Reinforce the unique character and strength of each adjoining neighborhood.
- Understand the issues of each neighborhood and work to encourage development and infrastructure improvements consistent with those unique characteristics.

Sub-Area 3: The Neighborhoods

Land Use Sub-Area 3

- Work closely with the West University Neighborhood and Dunbar Spring to improve the Stone Avenue frontage (in green at left) in accordance with the *Stone Avenue Corridor Study*.
- Improve 7th Avenue south of University Boulevard (in yellow at left) with back-in diagonal parking, sidewalk and streetscape improvements and occasional islands of landscape separating the diagonal spaces.



Figure 65 Stone Avenue and 7th Avenue frontage improvement areas (Poster Frost Associates).

Sub-Area 3: The Neighborhoods



Figure 66 Pedestrian and public transport paths and infrastructure in Sub-Area 3 (*Poster Frost Associates*).

Infrastructure

- Work closely with the Dunbar Spring Neighborhood to develop a landscape and streetscape plan for the blocks of Dunbar Spring south of University Boulevard.
- Include pedestrian paths in the public right-of-way and native street trees irrigated by harvested water.
- Assist in the negotiations between Tucson Electric Power and Dunbar Spring regarding proposals for the Tucson Electric Power substation.

Sub-Area 3: The Neighborhoods



Figure 68 5th Street Avenue Aerial View (Poster Frost Associates).

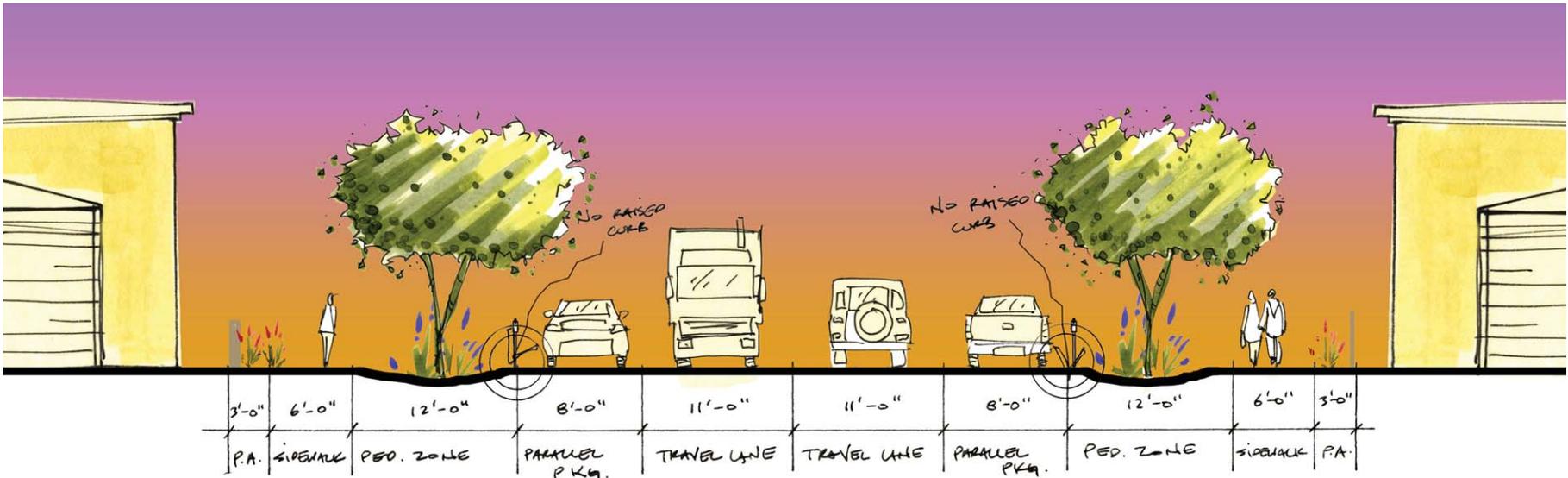


Figure 67 5th Street 9th Avenue Plan (Wheat Scharf Associates, 2009)

Sub-Area 3: The Neighborhoods

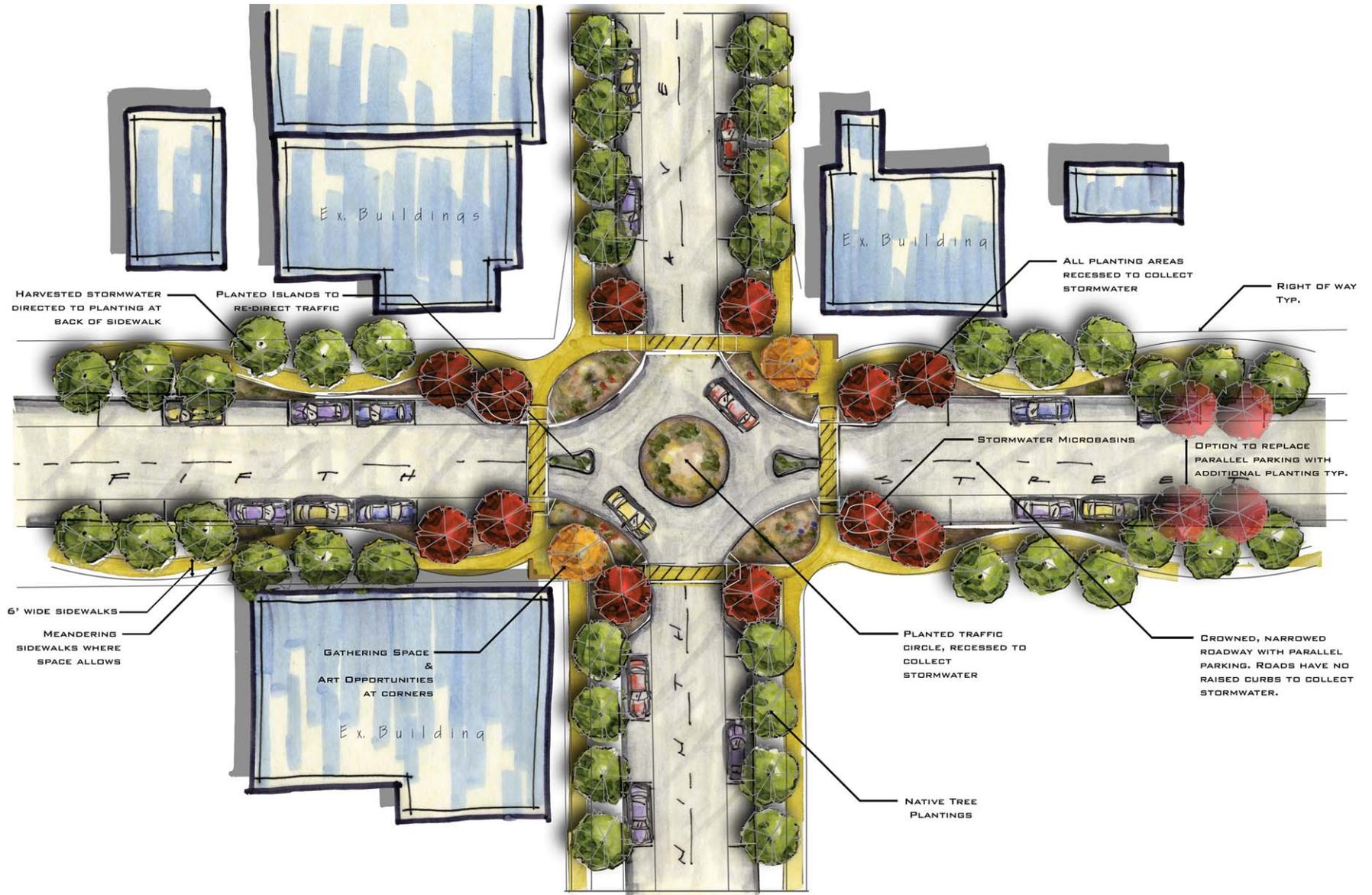


Figure 69 5th Street 9th Avenue Section (Wheat Scharf Associates, 2009)

Sub-Area 3: The Neighborhoods

Land Use Sub-Area 3

- Work closely with the Dunbar Spring Neighborhood to develop the Citizens/9th Avenue site (red dotted box).
- Develop additional plans for infrastructure in Dunbar Spring (see pages 60 and 61).



Figure 70 Citizens / 9th Avenue Park Deck site (see following page for details) (*Poster Frost Associates*).

Sub-Area 3: The Neighborhoods

Land Use

Citizens 9th Avenue Site

- Abandon portions of 6th Street vacated by Downtown Links (15).
- Preserve utility easements (15).
- Continue multi-use path past Stone Avenue to BICAS (10).
- Develop deck over Downtown Links as a community park (3,4,5,6,7,8,9,11,12).
- Create a pedestrian and bike-only, safe, no-whistle crossing at 9th Avenue (10a)
- Build a new gateway building east of Citizens: 15,000 square feet of artist warehouse space; parking at grade. Private developer (2).
- 60 affordable housing units (LIHTC?) with deck above (2).
- Explore amphitheater extension over Downtown Links road. (Funding and cost uncertain) (11,12).
- Provide landscape screening and sound barrier along railroad and roadway (13).
- Explore park space north of Steinfeld Warehouse (14).

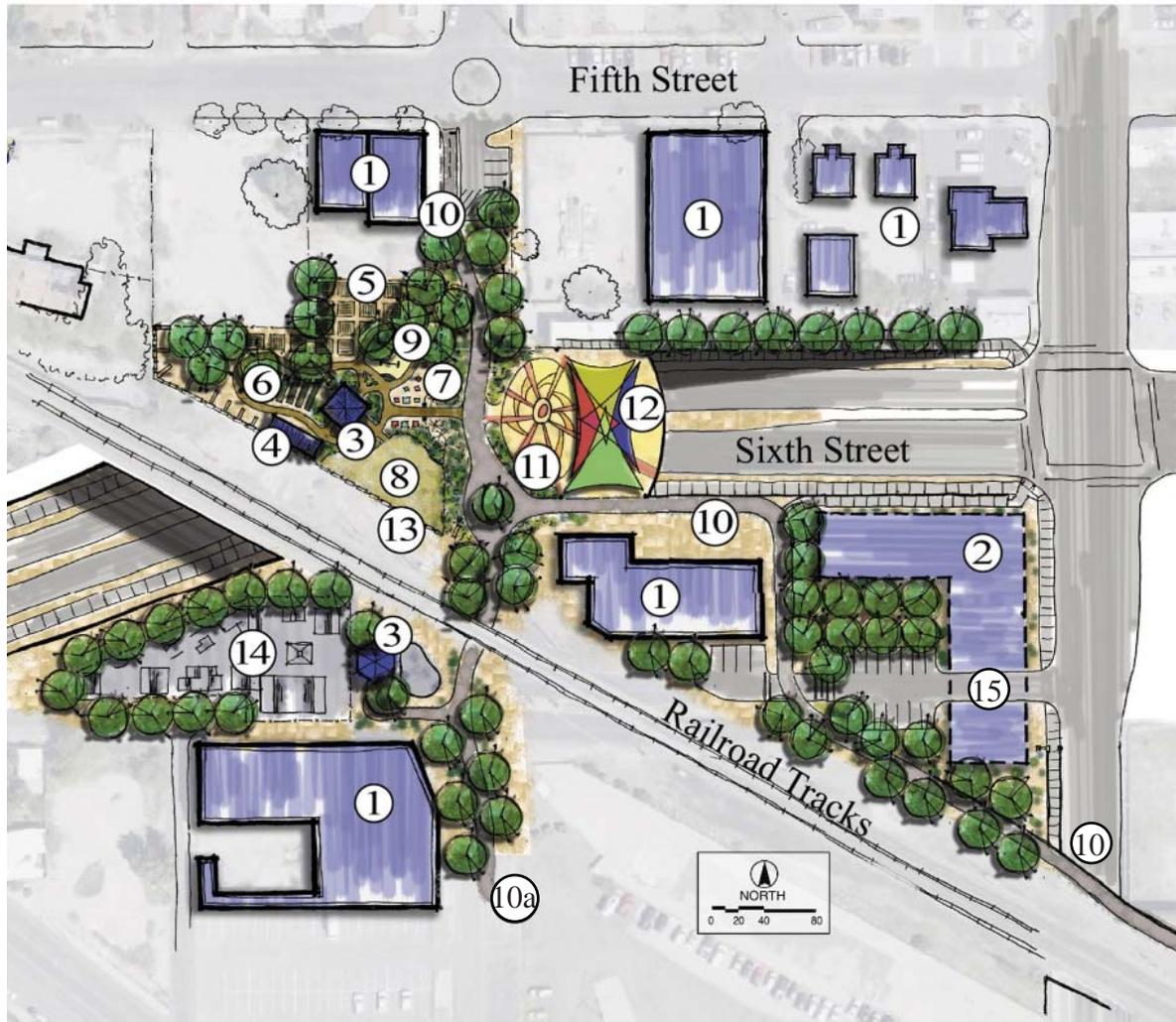


Figure 71 Illustrative park design for Park Deck. Final plans to be determined. (Wheat Scharf Associates, 2009)

Legend

1 Existing Building	4 Community Garden Storage / Welding	7 Sculpture Garden	10 Asphalt Bike Path	13 Sound Barrier
2 Proposed Multi-level / Multi-use Building	5 Community Garden Plots	8 Dog Run	11 Multi-use Plaza	14 Wheel Park
3 Ramada	6 Raised Garden Planters	9 Play Equipment / Sand Box	12 Tensile Shade Structure	15 Vacated Property

Sub-Area 3: The Neighborhoods

Land Use

- Work closely with the University of Arizona and the surrounding neighborhoods to explore the compatible development opportunities for the vacant land north and west of the University Services Annex. (Note: The University of Arizona is not subject to City of Tucson zoning regulations.)

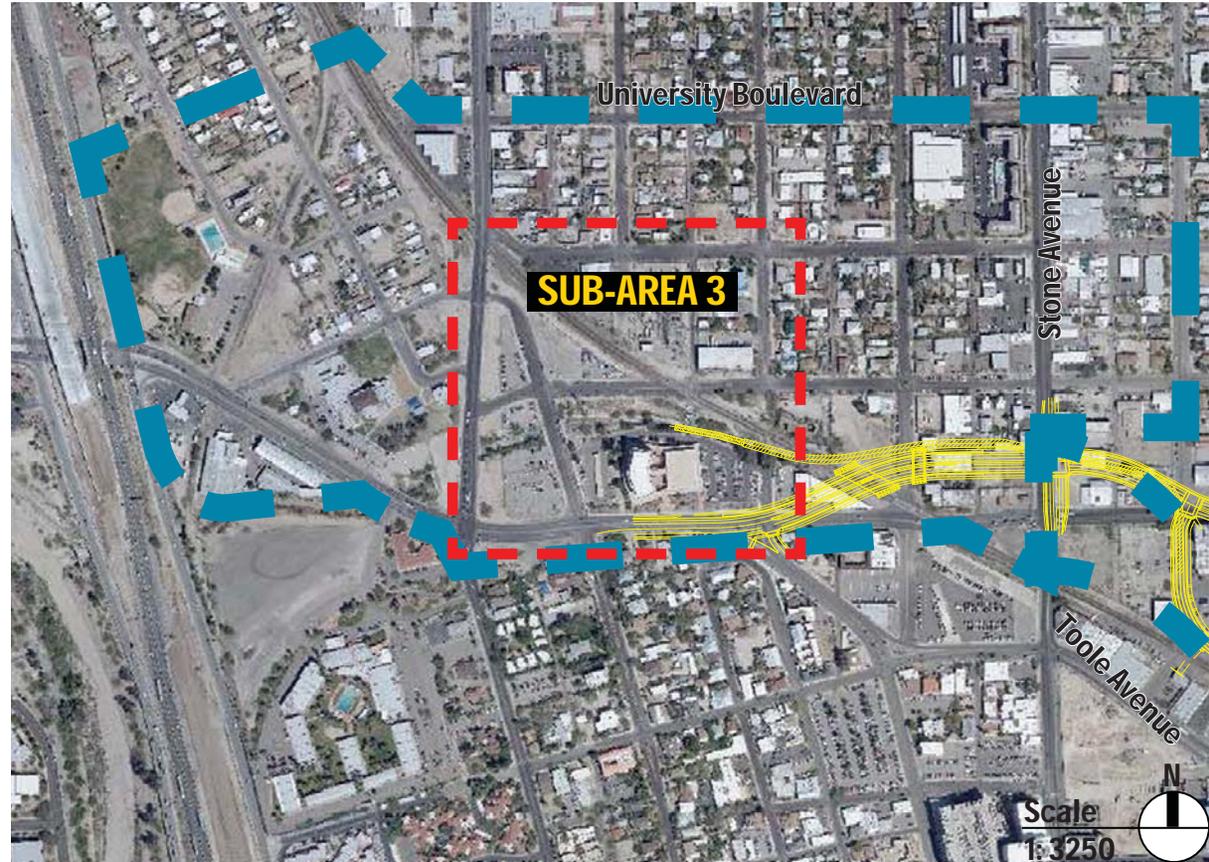


Figure 72 University of Arizona University Services Annex Building (red dotted line) (*Poster Frost Associates*).

Sub-Area 3: The Neighborhoods

Land Use

University Services Annex

- Work with the University of Arizona Campus Planning to develop the vacant portions of USA site with compatible uses.
- Consider street closures on the USA site and abandon east 50' of Granada with neighborhood input.
- Resolve new entry to USA parking and enlarge lot or place an additional structure.
- Create an auto, pedestrian and bike, safe, no-whistle crossing at 5th Street.
- Design a safe no-whistle crossing at Main/Granada at railroad tracks.
- Develop a Toucan bicycle safe crossing at University and Main (one block north of this photo).
- Work with City of Tucson Department of Transportation to consider conversion of Granada north to Speedway as 3-lane road.



Figure 73 USA site proposed residential development plan (Poster Frost Associates).

Sub-Area 3: The Neighborhoods

Land Use

- Work closely with City of Tucson Department of Transportation, El Presidio Neighborhood Association, and Arizona Department of Transportation to allow northern edge of El Presidio to be developed as a residential edge closure as per earlier land use studies. This would require the abandonment of additional St. Mary's right-of-way as projected.



Figure 74 Area to be considered for development. See next page for details. (Poster Frost Associates).

Sub-Area 3: The Neighborhoods

Land Use

- Work closely with Tucson Department of Transportation, El Presidio Neighborhood Association, and Arizona Department of Transportation to allow northern edge of El Presidio to be developed as a residential edge closure as per earlier land use studies. This would require the abandonment of additional St. Mary's right-of-way.

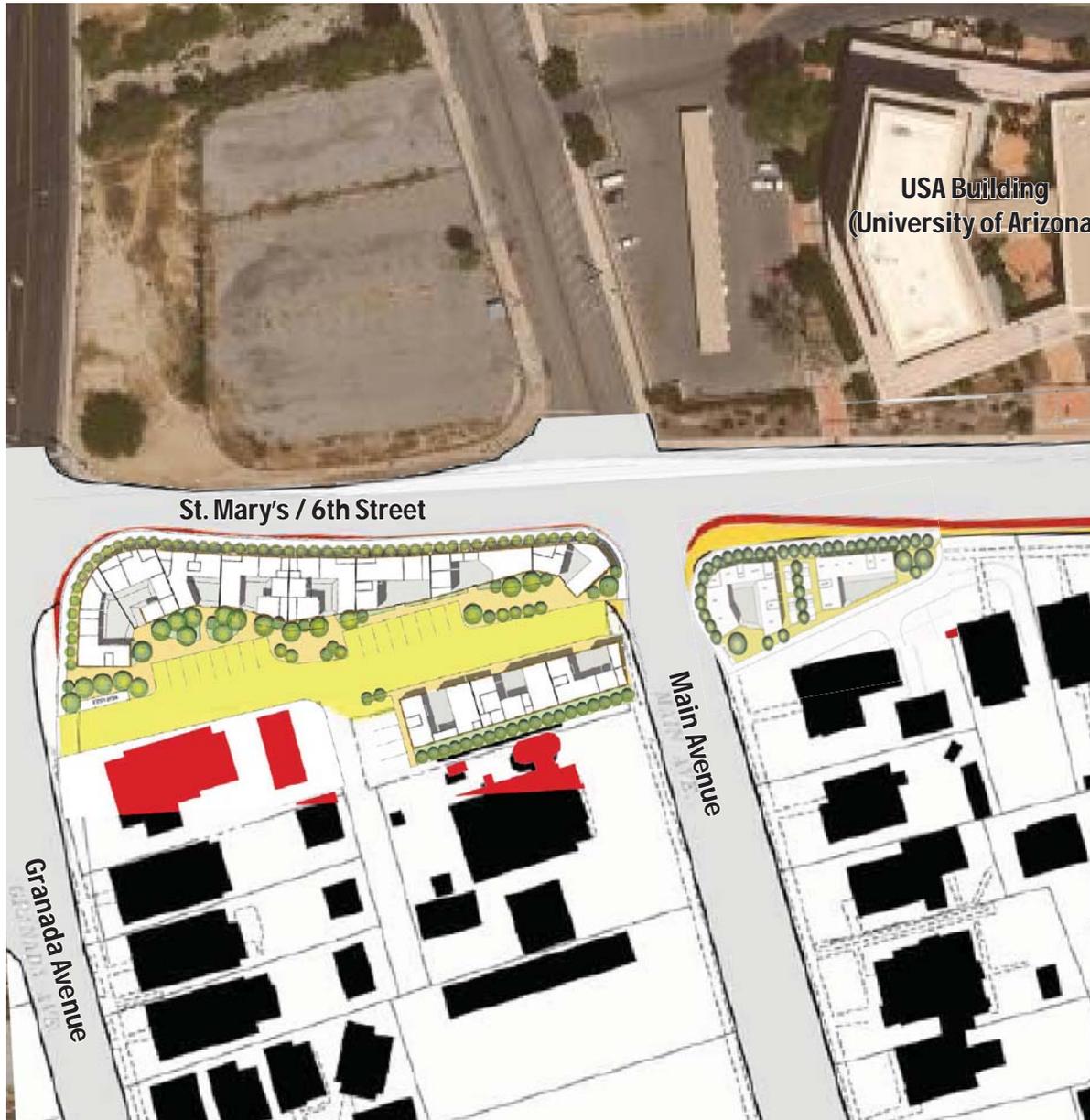


Figure 75 El Presidio proposed residential development (Drachman Institute, University of Arizona).

Sub-Area 3: The Neighborhoods

Land Use

- Work closely with Barrio Anita to develop park, residential infill, safety, aesthetic and alternate modes improvements in the neighborhood.

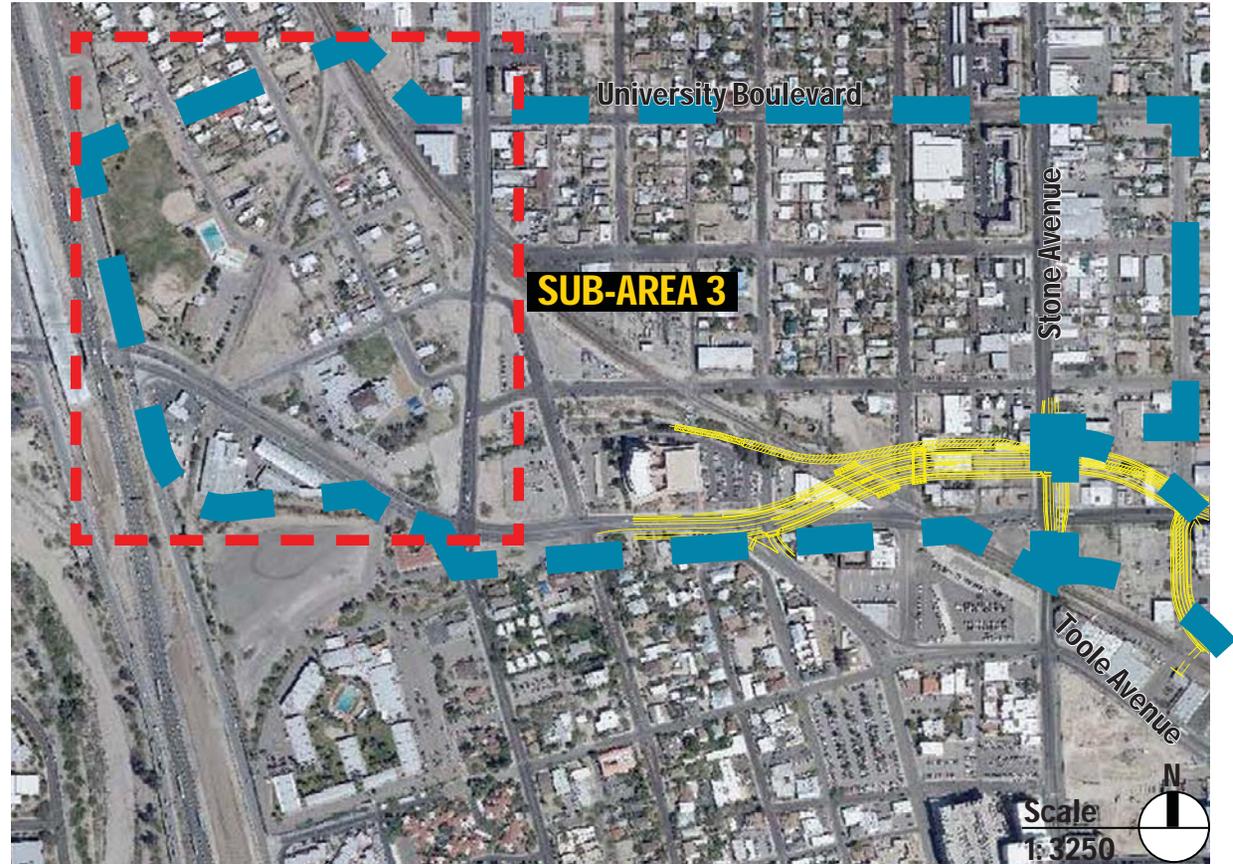


Figure 76 Area of study shown in red dotted line (Poster Frost Associates).

Sub-Area 3: The Neighborhoods



Figure 77 Barrio Anita urban design detail (Poster Frost Associates).

Land Use

1. New Arizona Department of Transportation St. Mary's wal.
2. Close end of Davis Avenue
3. Develop El Paso and Southwest Greenway next to park.
4. Build safe HAWK crossing with bike turn plaza (Downtown Links)
5. Relocate Hughes Street to the east of Greenway
6. Work with City of Tucson Parks to develop and fund a Cultural Center at Oury Park.
7. Develop parking for Oury on City of Tucson lot with landscape
8. Develop a pedestrian path from Davis to Oury through the parking lot (Tucson Unified School District and Parks funded)
9. Provide alternate drop-off for Davis School with more parking (approximately 28 cars) (Tucson Unified School District)
10. Rebuild St. Mary's and Granada with sidewalks, walls, landscaped edges, median and left turn bays

Note: Designs for Greenway, Hughes Road and the HAWK Crossing are preliminary and may be modified as the design proceeds

Sub-Area 3: The Neighborhoods



Figure 78 St. Mary's Road at Davis School, current condition (*Poster Frost Associates*).

Sub-Area 3: The Neighborhoods



Figure 79 St. Mary's Road at Davis School, proposed development (*Poster Frost Associates*).

Sub-Area 3: The Neighborhoods

Land Use

- Work with City of Tucson Community Services to develop appropriately-scaled affordable homeownership on City-owned vacant land.
- Work with Downtown Links to try resolve flooding problems (light blue).
- Work with City of Tucson and the Neighborhood Preservation Zone (NPZ) Ordinance to explore ways to protect Barrio Anita from inappropriate R-3 development.
- Connect El Paso and southwest Greenway to University Boulevard / 3rd Street Bikepath (red).

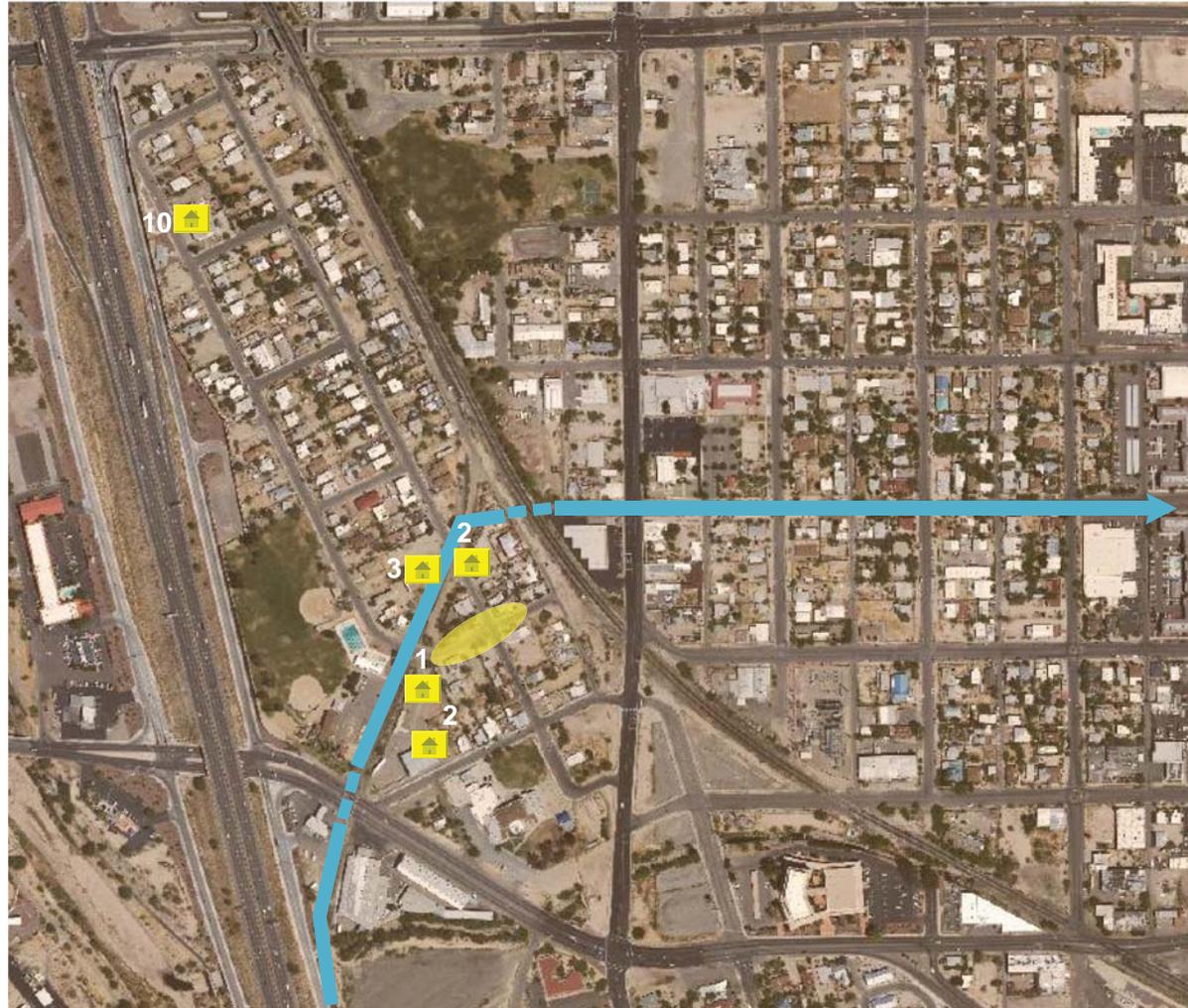


Figure 80 Possible City-owned housing development sites. White numbers indicate potential number of units under current zoning (*Poster Frost Associates*).

appendix

- 1
- 2
- 3
- 4
- 5
- 6



Comprehensive List of Meetings

Urban Design Process

Inventory and Analysis- 2006

August 28 Study-Area 1: Iron Horse
August 29 Study-Area 3: 6th to Stone
August 31 Study-Area 4: Stone to Oracle
September 5 Study-Area 2: 4th Avenue
September 7 Study-Area 5: Oracle to I-10

Alternative Concepts - 2006

November 6 Study-Area 2: 4th Avenue
November 20 Study-Area 1: Iron Horse
November 28 Study-Area 4: Stone to Oracle
November 30 Study-Area 3: 6th to Stone
December 7 Study-Area 5: Oracle to I-10

Draft Recommendations - 2007

April 18 Sub-Area 3: The Neighborhoods
April 25 Sub-Area 2: Warehouse Triangle District
May 2 Sub-Area 1: Iron Horse / 4th Avenue

Public Meeting - 2007

October 10 Draft Final Urban Design Plan

Public Workshops - 2008

March 11 Downtown Links Character Workshop
May 12 Learn about the Links Open House

Final Planning Urban Design / Stakeholder Meetings- 2008

August 25 Citizens Warehouse & 9th Avenue Deck site area
September 4 WUNA and Barrio Anita Staff Review
September 8 Benjamin Supply, site west of 7th Ave
September 15 Dunbar Spring (Neighborhood Association meeting)
September 22 Public workshop: St. Mary's, El Presidio, Barrio Anita, University of Arizona Planning
October 6 Iron Horse & 4th Avenue
October 16 Triangle West of 4th Avenue with Stakeholders

Final Plan Public Meetings - 2008

December 1 DRAFT Urban Design & Physical Improvements Plan report
December 8 Citizen Advisory Committee (Approval)

Citizen Advisory Committee Meetings 2006 - 2009

Generally monthly (second Monday of each month)

Stakeholders



- Iron Horse Neighborhood Association
- Pie Allen Neighborhood Association
- West University Neighborhood Association
- Armory Park Neighborhood Association
- Dunbar Spring Neighborhood Association
- El Presidio Neighborhood Association
- Barrio Anita Neighborhood Association
- 4th Avenue Merchants Association
- Old Pueblo Trolley
- Marshal Foundation / Main Gate
- Warehouse Arts Management Organization
- Other Artists
- RISE
- MOCA
- Tucson Downtown Alliance
- Tucson Pima Arts Council
- Bicycle Advisory Committee
- Chamber of Commerce
- Tucson Unified School District - Davis School
- University of Arizona (USA Building)
- City of Tucson Parks and Recreation
- City of Tucson Flood Control
- City of Tucson Cultural Resources
- City of Tucson Community Services
- Rio Nuevo
- Tucson Department of Transportation
- Arizona Department of Transportation (I-10)
- Bicycle Advisory Committee
- City of Tucson Parks and Recreation
- Property Owners
- Tenants / Renters
- Potential Investors
- Interested Citizen

