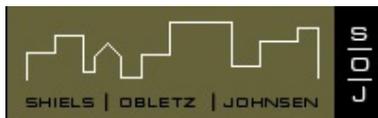




# Streetcar Land Use Plan Design Charrette Followup Meeting



*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.”*



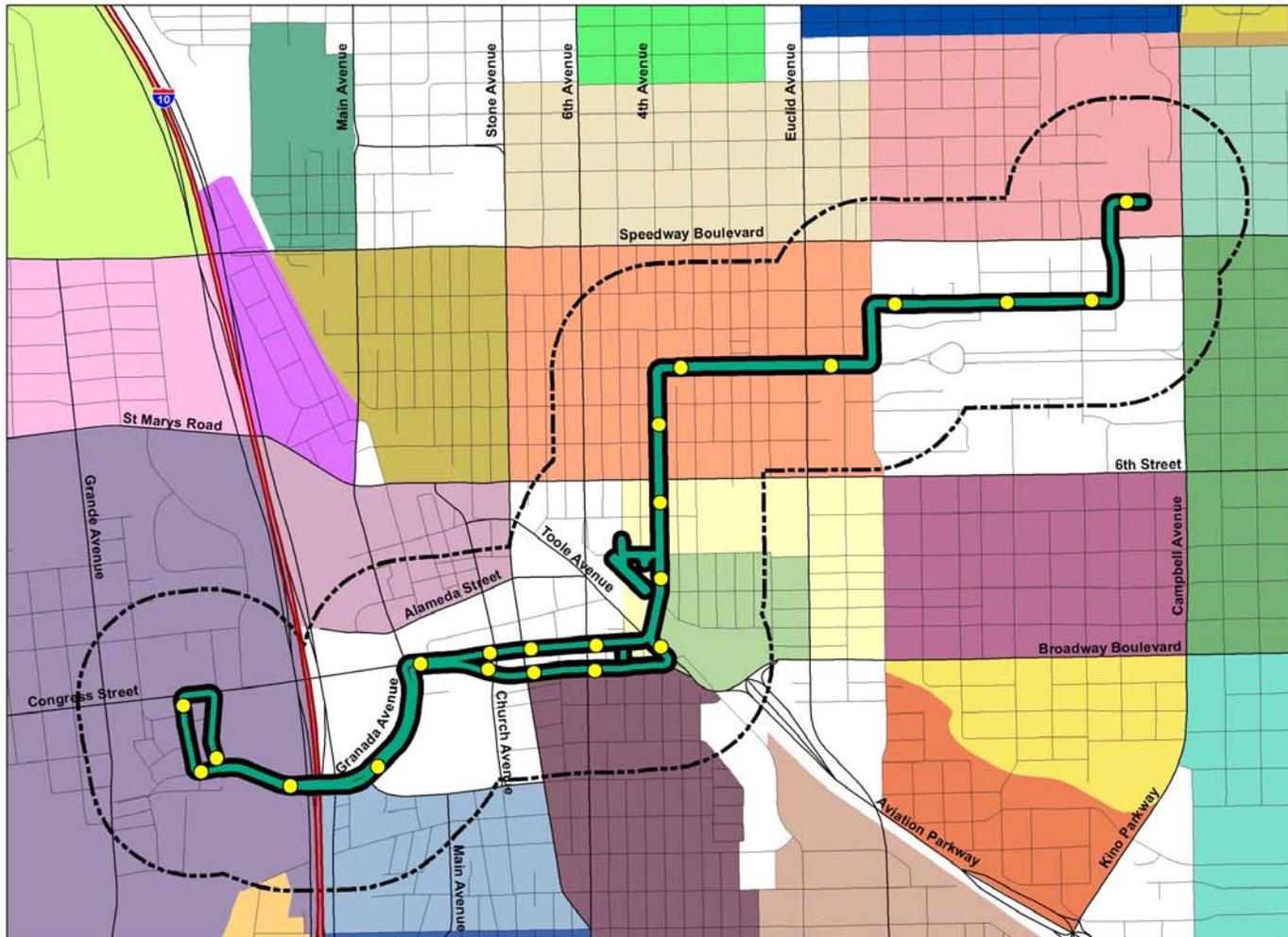
## Streetcar Land Use Plan Design Charrette Followup Meeting



**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
- Arroyo Chico
- Barrio Anita
- Barrio Blue Moon
- Barrio Hollywood
- 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
- Millville
- Northwest
- North University
- Pie Allen
- Rincon Heights
- Sam Hughes
- West University

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

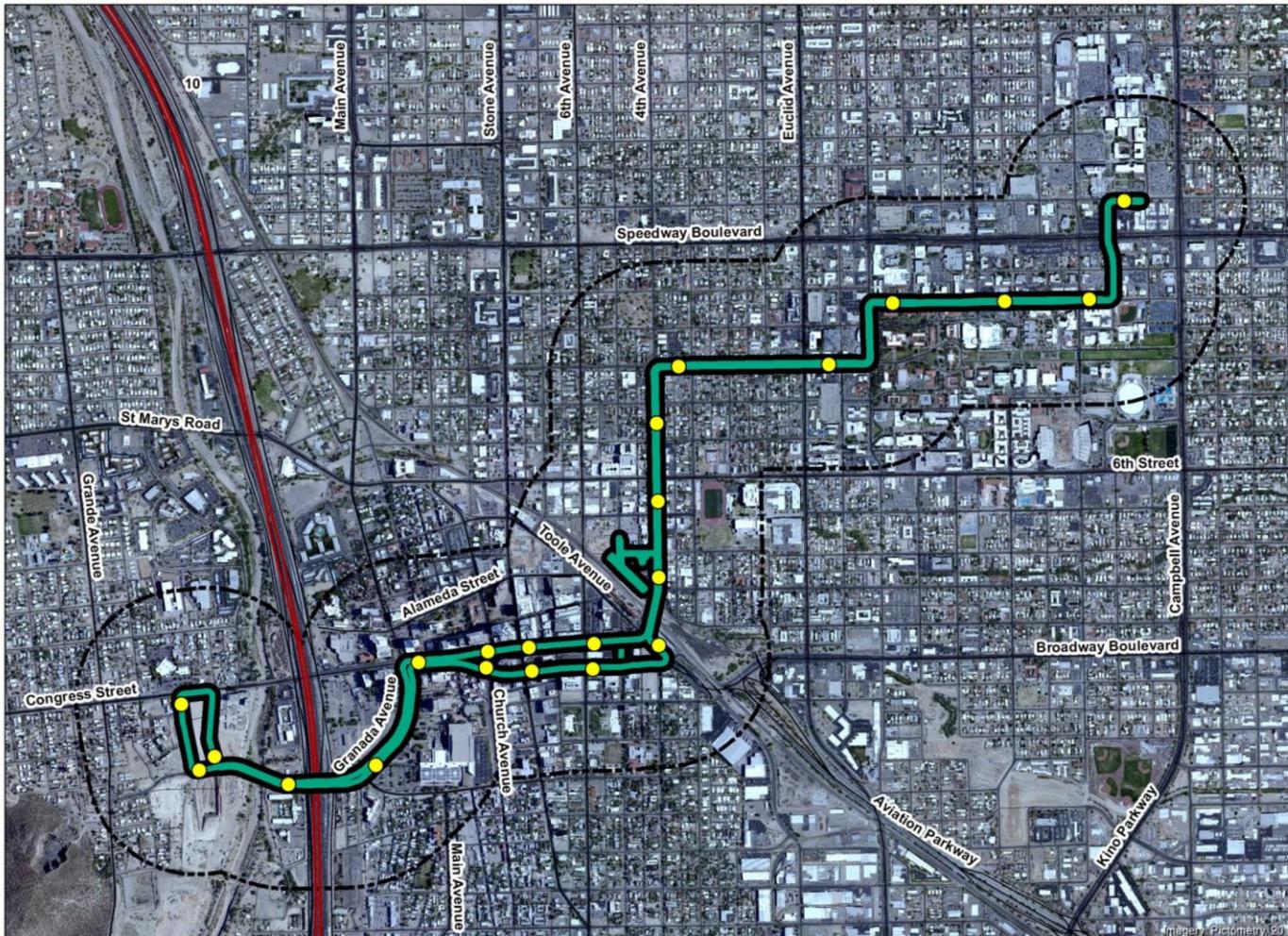


PROJECT: PAG-01 DATE: 10/22/12  
FILE NAME: Exhibit\_EA\_Neighborhood\_Associations.mxd

## 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.

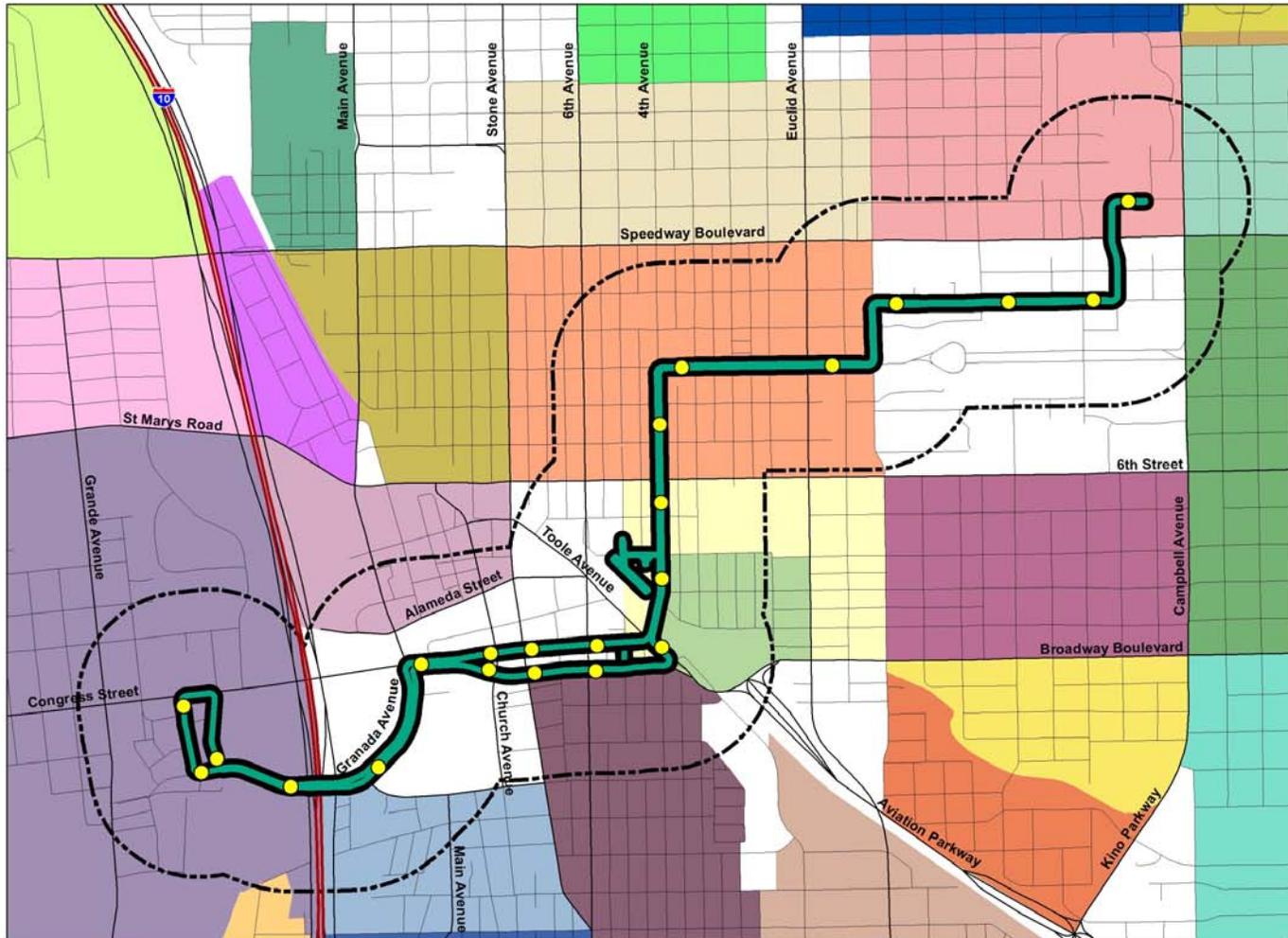


PROJECT: PAG-01 DATE: 10/22/12  
FILE NAME: Exhibit\_0A\_Neighborhood\_Associations.mxd

## 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

### Neighborhood Associations

- Armory Park
- Arroyo Chico
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- Millville
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- West University

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

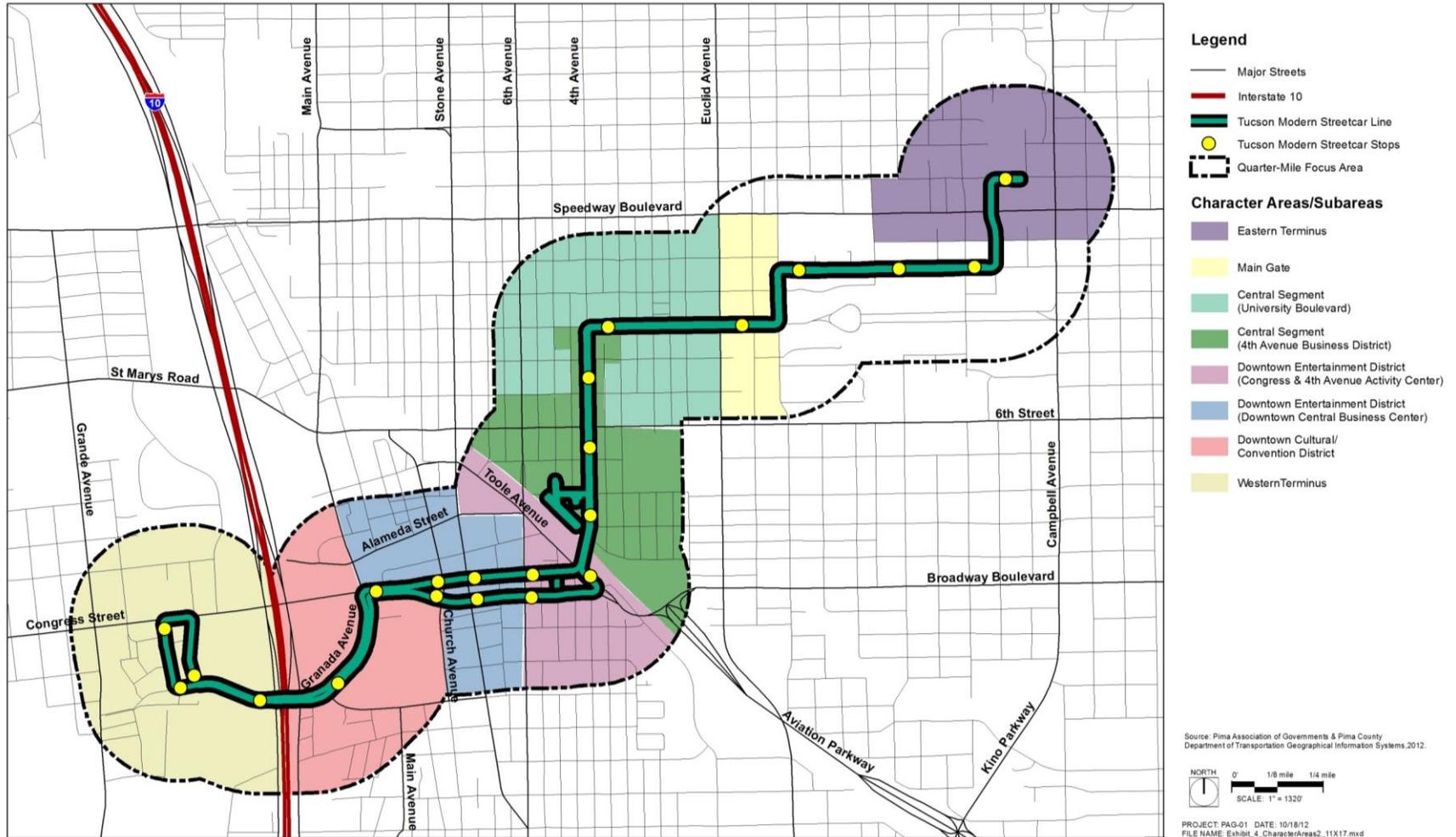


PROJECT: PAG-01 DATE: 10/22/12  
FILE NAME: Exhibit\_EA\_Neighborhood\_Associations.mxd

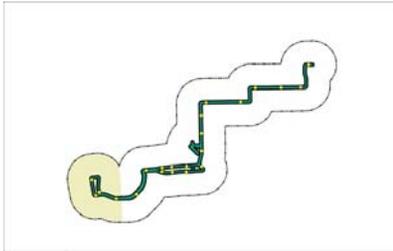
## Streetcar Corridor Neighborhoods



# Streetcar Land Use Plan Design Charrette Followup Meeting



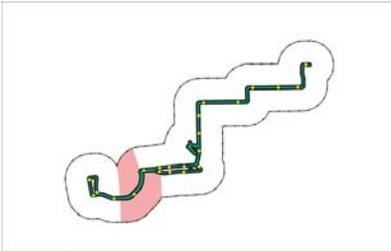
## Streetcar Corridor Character Areas



## Origins Gateway (Western Terminus)

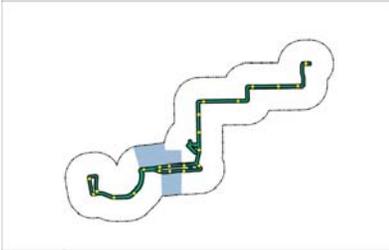
- The area that is now Menlo Park and Barrio Kroeger has been occupied continuously for **4,000 years** making it the oldest continuously-inhabited neighborhood in the US. This area **anchors the Streetcar**.
- It is a **vibrant** activity center filled with **opportunity**.
- It has a **Heritage Park**, 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**.

*Origins Gateway Vision (Western Terminus)*



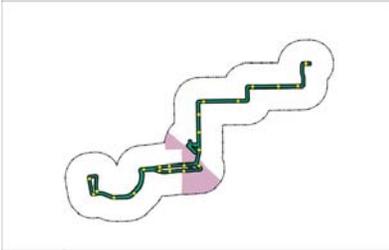
## Downtown Cultural/Convention District

- Signature theaters and meeting spaces are all within steps of **vibrant hotels, commerce, shopping and entertainment**.
- It is supported by **mixed-use development** offering a variety of housing opportunities, retail, restaurants, and cafes.
- Existing **mid-century modern** buildings, large open spaces, landscape features, and streetscapes are **honored and well-maintained**.
- New development is respectful of, provides **massing and height** transitions to, the historic barrios to the south.
- **Parking** in the convention area is **compacted in structures**, freeing land for the development of a Cultural and Convention destination
- Walking promenades, bicycle routes and living streets provide **connectivity** to adjacent districts.
- High-quality **contemporary** development is **sensitive to adjacent historic neighborhoods**.
- Design derives from **Sonoran** architectural elements, themes, and **principles**.



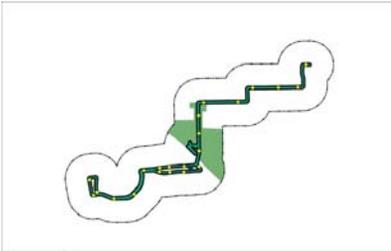
## Downtown Central Business District

- A vibrant district with **expanded employment and commerce**.
- It also includes **thriving cultural institutions**: the Tucson Museum of Art, the Museum of Contemporary Art, the Children's Museum, the Historic Fox Theater, the Temple of Music and Art, the Scottish Rite Temple, and El Centro Cultural de las Americas.
- Vacant and under-utilized parcels are infilled with high-quality, high-density **mixed-use development**, with **active** ground-floor and office/residential above.
- A well-connected **public realm** offers a shaded walkable environment.
- Living streets include **safe bicycle** routes and well-controlled automobile traffic.
- Development at the edges is **sensitive and respectful** to surrounding historic districts and provides appropriate transitions.



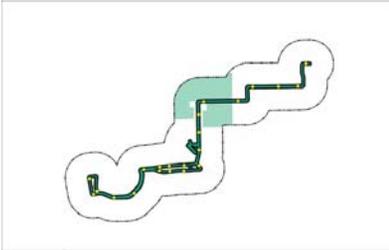
## Downtown Entertainment District

- This Activity Center includes **thriving** cultural, gastronomic, commercial and entertainment activities located in **historic landmarks**.
- It supports **mixed-use** opportunities at different scales.
- **Historic Warehouse Art District** includes lofts, live-work spaces and mixed-uses. Emerging artists find affordable living, gallery and studio/work space.
- There is **walkable connectivity** to 4th Avenue, the Downtown Central Business District, Armory Park, and the Historic Warehouse Arts District.
- The **streetscape** is developed and coordinated. It has wide sidewalks, a vibrant public realm, and well-maintained shading landscape.
- Through partnership efforts, the **Ronstadt Transit Center** is now a mixed-use, high-quality, safe, efficient, and vibrant hub of multi-modal transit.
- **New housing** serves a variety of ages and income levels. The design and massing at the edges respects adjoining neighborhoods.
- Parking is controlled with **no negative impact** on adjacent residents.
- There is a plentiful supply of **bicycle parking**.



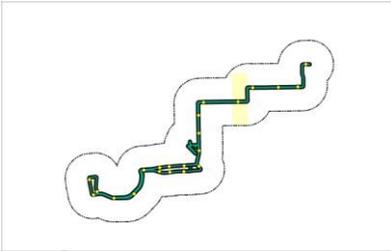
## Fourth Avenue Business District

- 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 4<sup>th</sup> 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.
- 6<sup>th</sup> Street @ 4<sup>th</sup> Avenue is a moderately-scaled **landmark activity node**.
- 4<sup>th</sup> Avenue north of 6<sup>th</sup> Street continues as a vibrant commercial district, but **respectful of its West University** neighbor.
- **Excess surface parking** is replaced with neighborhood-compatible development.



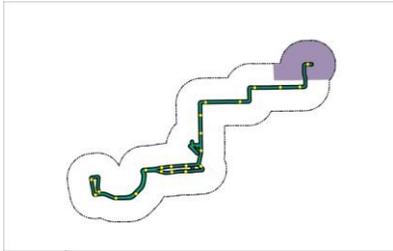
## University Boulevard

- 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.



## Main Gate District

- Main Gate **builds out** as a vibrant area offering residential, retail, employment, hospitality and convention services in a university campus environment.
- **New development** within this area is high-quality; walkable; sensitive to adjacent neighborhoods; offers a strong definition of the public realm, active living streets, plazas and courtyards, in an inviting campus atmosphere.
- **Auto ownership** by student residents is minimal; the streetcar, walking, biking, car-share are incentivized and are the preferred modal choices.
- **Historic residential structures** are protected and maintained with residential or adaptive re-uses.



## Eastern Terminus – Innovation Gateway

- New development north and south of Speedway and Campbell serves as the UA **eastern gateway**, providing a high quality mixed-use, place-making urban environment.
- That gateway **serves** adjacent neighborhoods, the University of Arizona, the University of Arizona Health Network, and the business community.
- This area provides **access to different modal choices** - walking, biking, transit and the streetcar. Adjacent neighborhoods have easy, safe access.
- It has a network of **urban open space** - courtyards and plazas - and a hierarchy of shaded pedestrian streets with housing, medical, retail and service.
- Urban plazas, courtyards, pocket parks connect to the University of Arizona **public space network** and to adjacent neighborhoods.
- This area features **highest-quality design**, incorporating sustainable features such as green roofs and solar energy.
- **Structured parking** is sufficient for the development within this area.
- **Bicycle park-and-ride corrals** provide Streetcar connectivity.



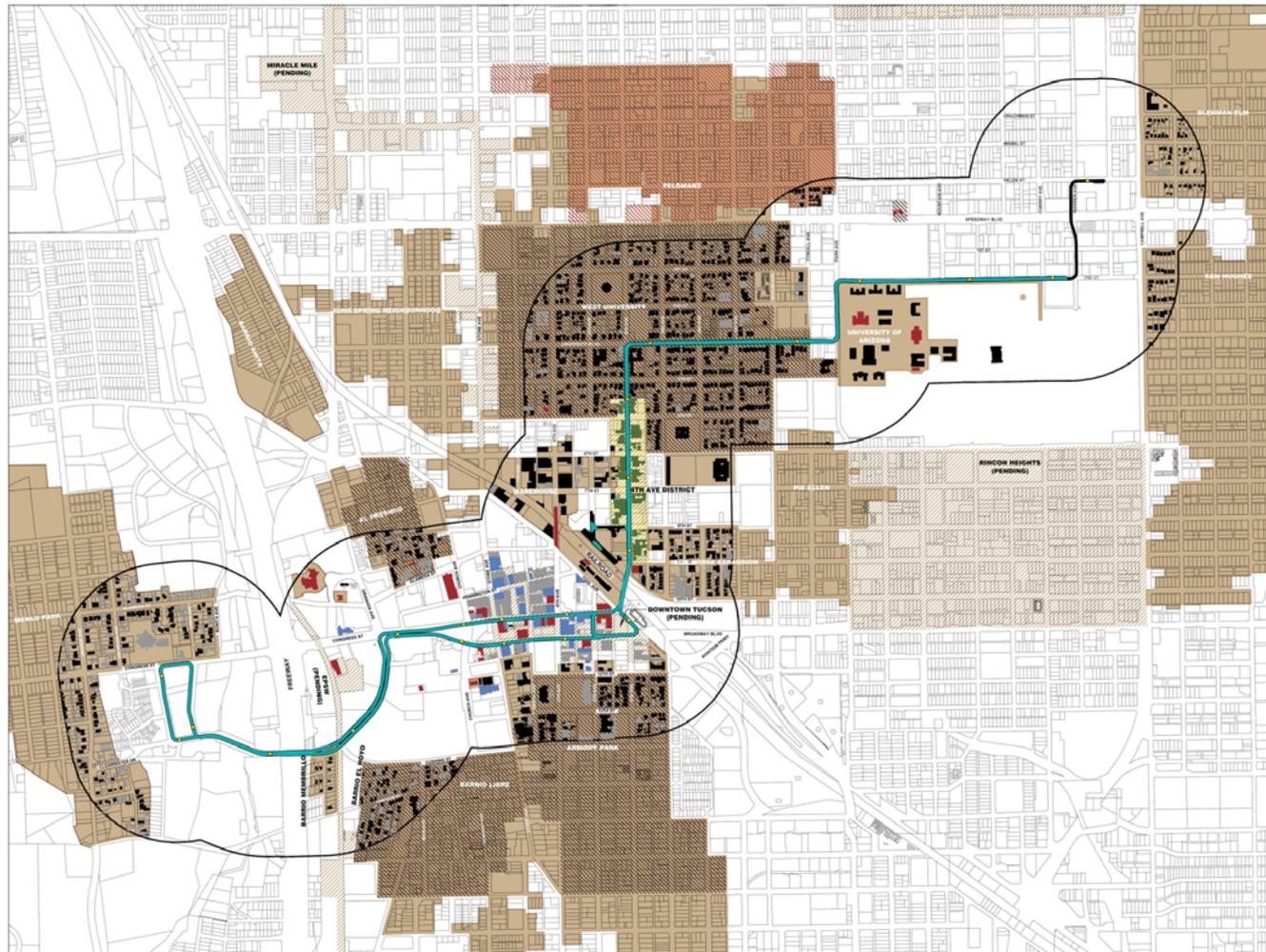
## Streetcar Land Use Plan Design Charrette Followup Meeting



**Implementing the Vision**



# Streetcar Land Use Plan Design Charrette Followup Meeting



### 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

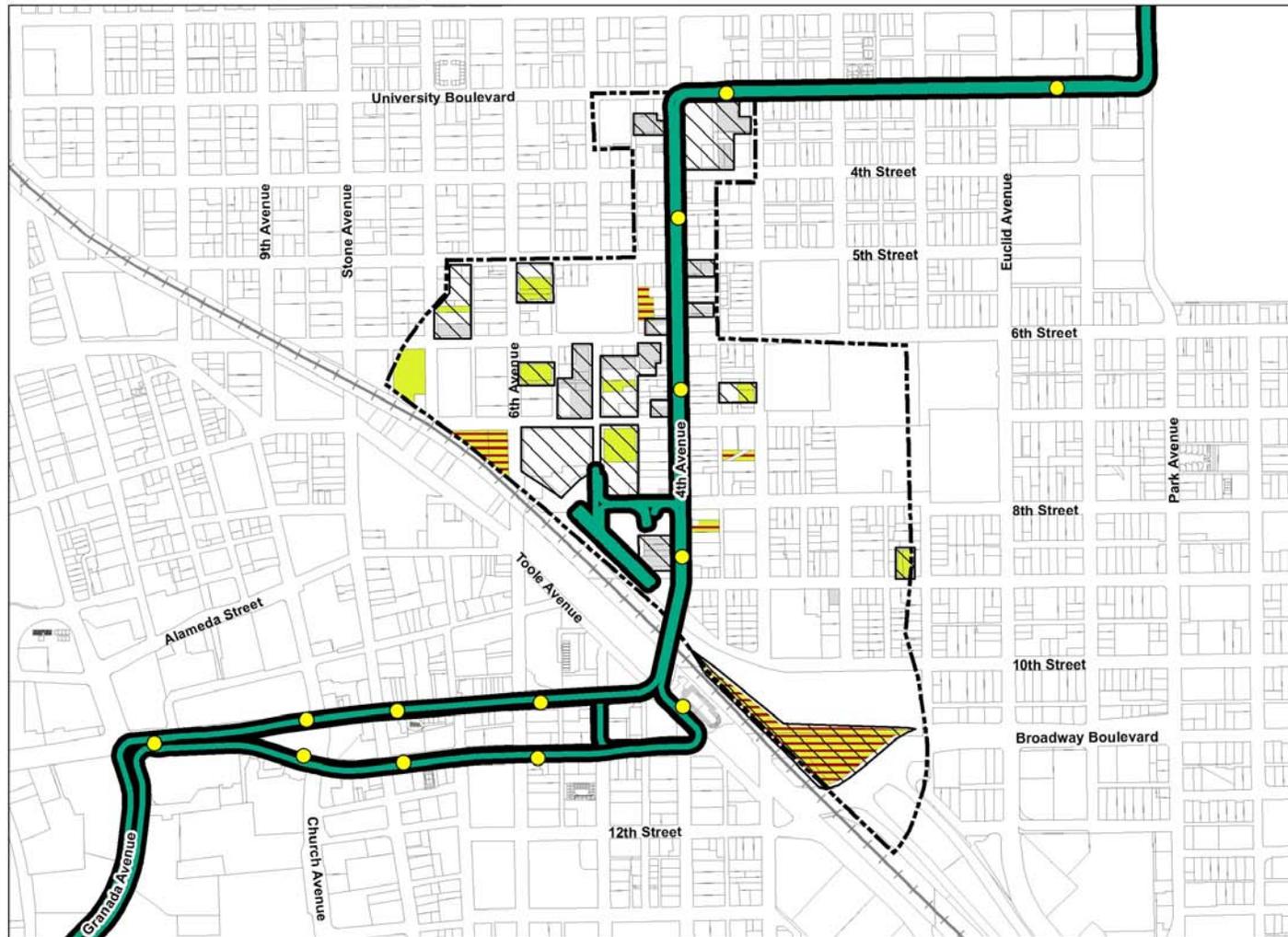
- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Quarter-Mile Focus Area

\*4th Avenue District is not formally established as an eligible National Register District by the Arizona State Historic Preservation Office, but preliminary historical research for the Tucson Modern Streetcar Project indicates that it is likely to be eligible for listing in the National Register.

## Historic Properties



# Streetcar Land Use Plan Design Charrette Followup Meeting



**Legend**

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- 4th Avenue Business District Subarea (Central Segment Character Area)

**Vacant/Underutilized**

- Surface Parking
- Vacant
- Underutilized
- Opportunities

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



PROJECT: PAG-01 DATE: 11/19/12  
 FILE NAME: Exhibit\_2\_98\_4thAveBus\_Opportunities.mxd

## Fourth Avenue Character Area – Vacant/Underutilized Land



# Streetcar Land Use Plan Design Charrette Followup Meeting



### Legend

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- University Boulevard Subarea (Central Segment Character Area)
- Vacant/Underutilized**
- Surface Parking
- Underutilized
- Opportunities

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



PROJECT: PAG-01 DATE: 11/12/12  
 FILE NAME: Exhibit\_2.9A\_Un Blvd\_Opportunities.mxd

## University Boulevard Character Area – Vacant/Underutilized Properties



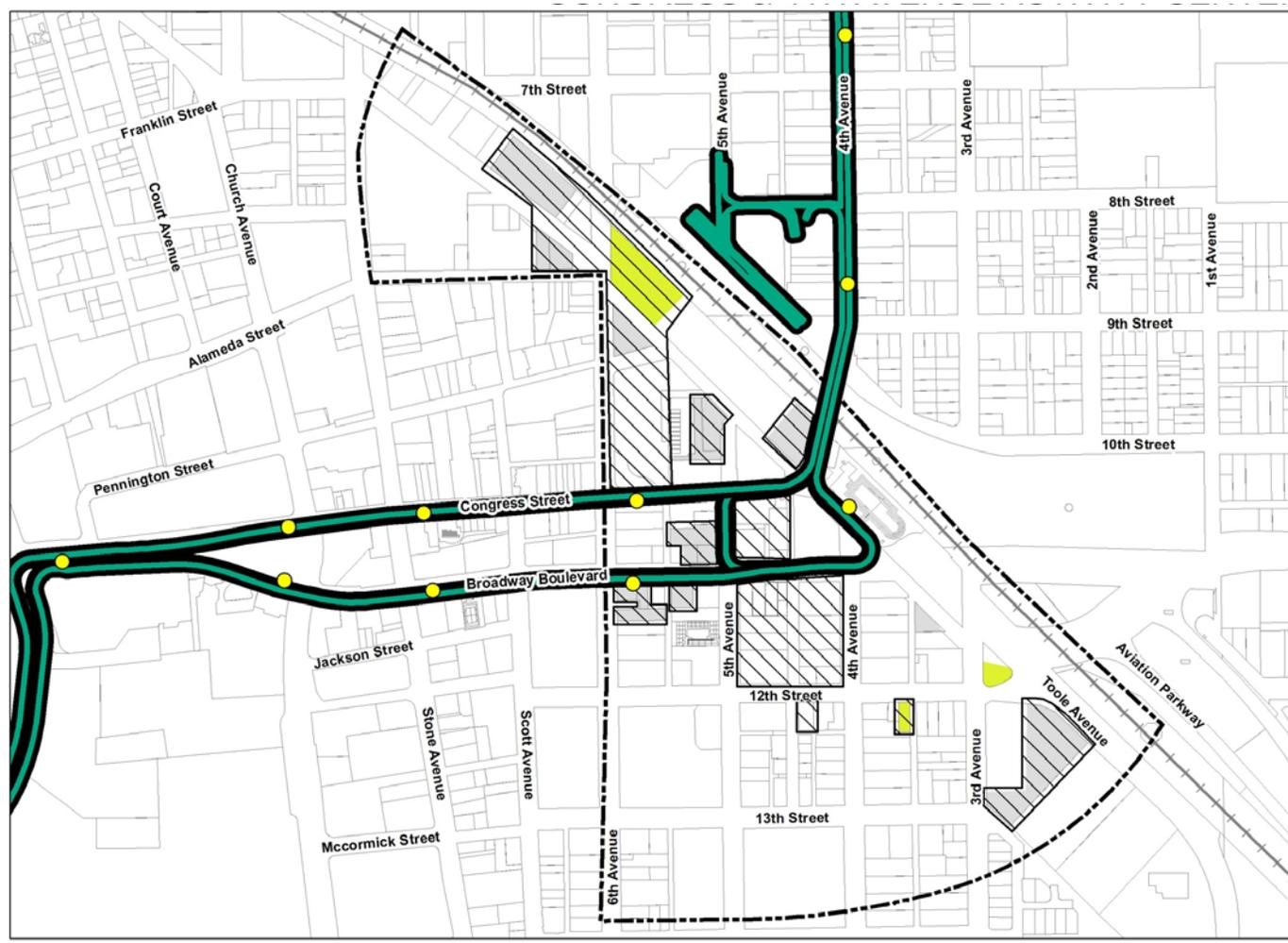
# Streetcar Land Use Plan Design Charrette Followup Meeting



*Eastern Terminus – Vacant/Underutilized Land*



# Streetcar Land Use Plan Design Charrette Followup Meeting



- Legend**
- Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - Congress & 4th Avenue Activity Center Subarea (Downtown Entertainment District Character Area)
- Vacant/Underutilized**
- Surface Parking
  - Vacant
  - Opportunities

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

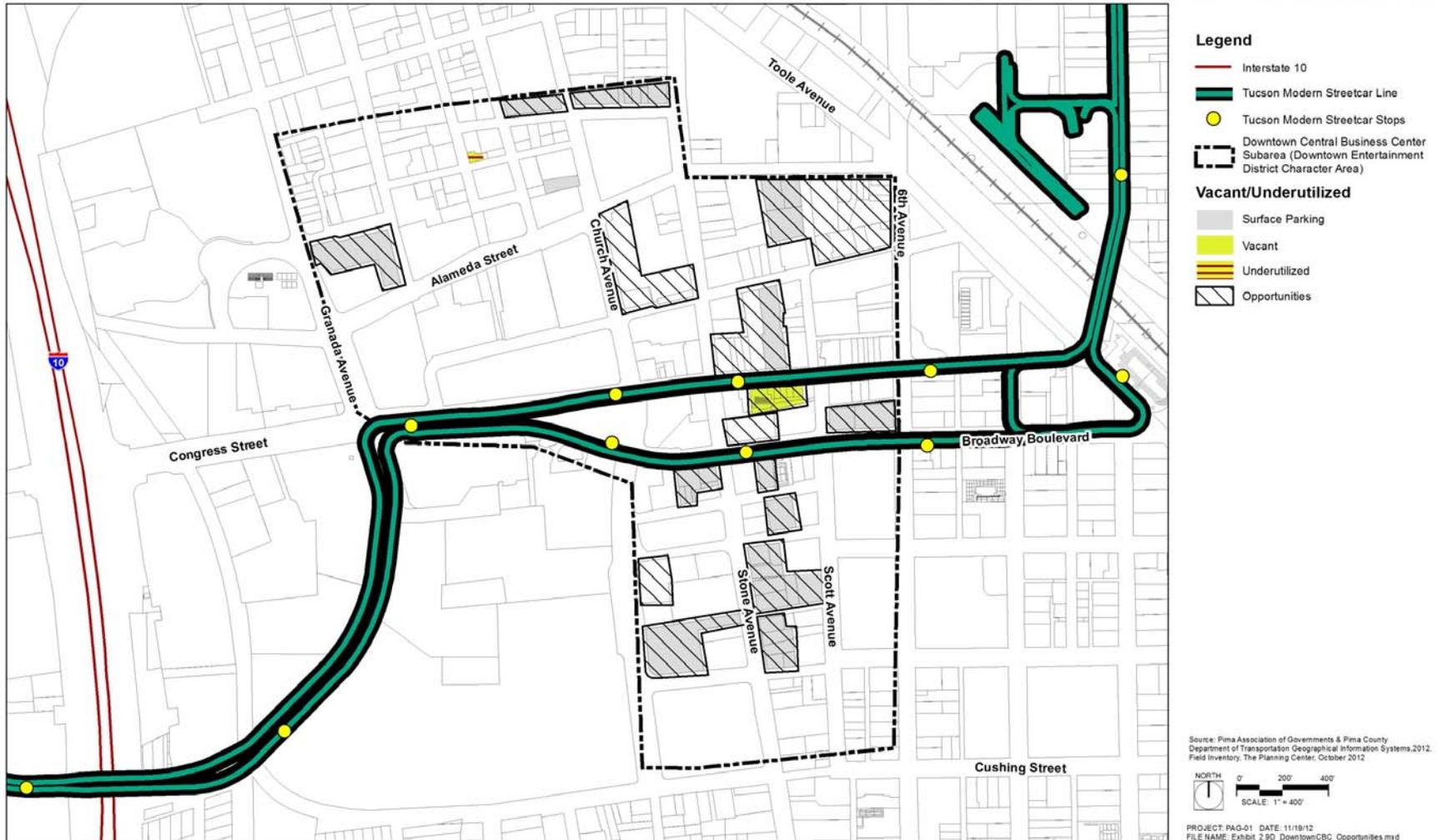
NORTH 0 200 400  
SCALE: 1" = 400'

PROJECT: PAG-01 DATE: 11/19/12  
FILE NAME: Exhibit\_2\_PC\_Congress&4thAve\_Opportunities.mxd

## *Downtown Entertainment District – Vacant/Underutilized Land*



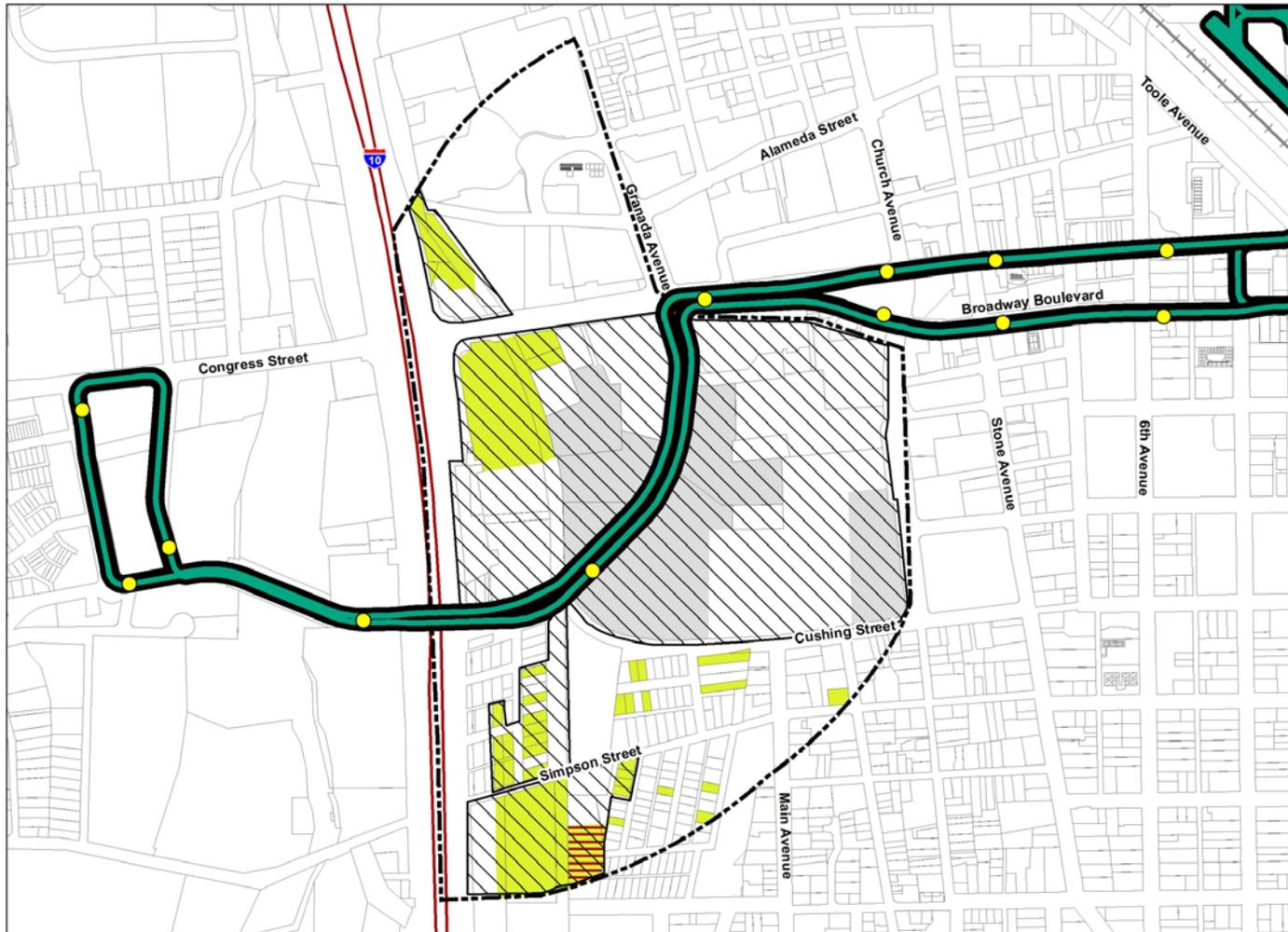
# Streetcar Land Use Plan Design Charrette Followup Meeting



*Downtown Entertainment District – Vacant & Underutilized Land*



# Streetcar Land Use Plan Design Charrette Followup Meeting



- Legend**
- Interstate 10
  - Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - Downtown Cultural/Convention Character Area
- Vacant/Underutilized**
- Surface Parking
  - Vacant
  - Underutilized
  - Opportunities

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



PROJECT: PAG-01 DATE: 11/19/12  
FILE NAME: Exhibit\_2\_06\_DowntownCulturalConv\_Opportunities.mxd

## Downtown Cultural/Convention District – Vacant & Underutilized Land



# Streetcar Land Use Plan Design Charrette Followup Meeting



- Legend**
- Interstate 10
  - Tucson Modern Streetcar Line
  - Tucson Modern Streetcar Stops
  - Western Terminus Character Area
- Vacant/Underutilized**
- Vacant
  - Opportunities

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



PROJECT: PAG-01 DATE: 11/20/12  
FILE NAME: Exhibit\_4\_68\_WestTerm\_Opportunities.mxd

## Origins Gateway – Vacant & Underutilized Land



## Streetcar Land Use Plan Design Charrette Followup Meeting

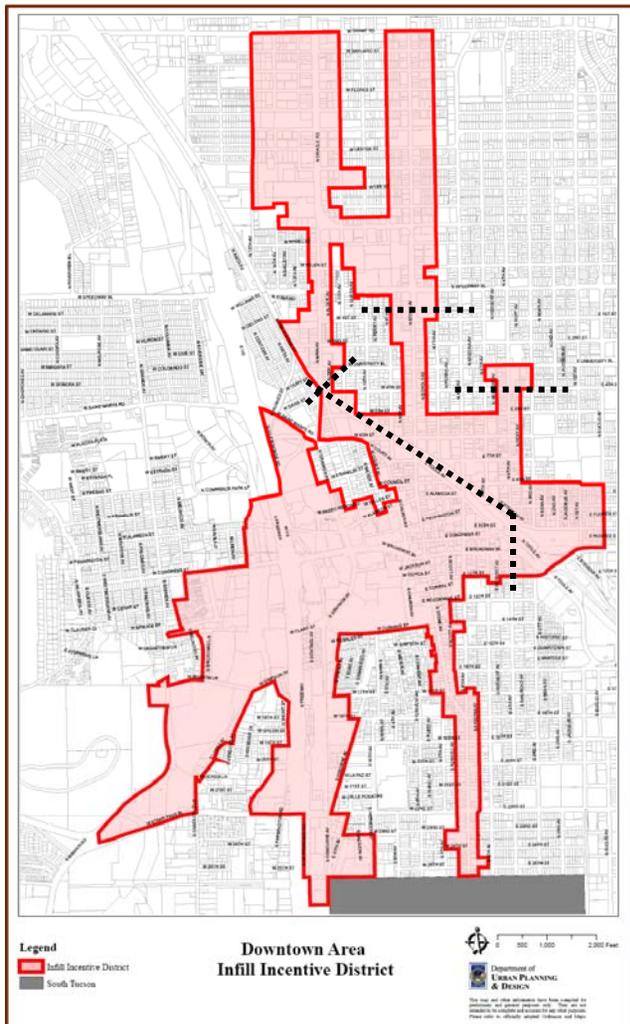


# Regulatory/Land Use Recommendations

*4<sup>th</sup> Avenue and West University*



## Fourth Avenue/West University 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 through 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.



## Regulatory/ Land Use Recommendations

The DL-UOD has several deficiencies as currently written:

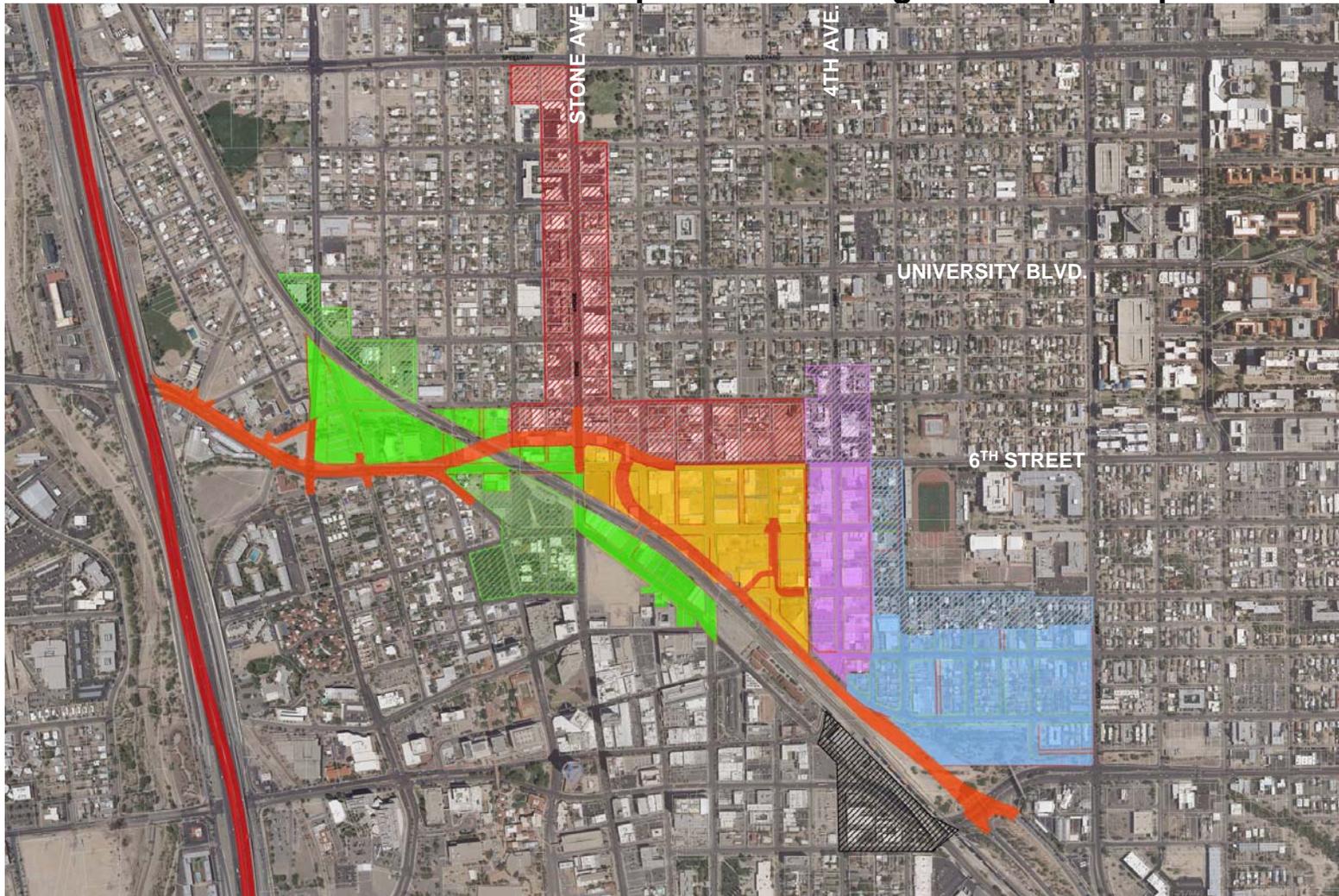
1. It doesn't have a process for design review.
2. It doesn't deal with 4<sup>th</sup> Ave north of 6<sup>th</sup> Street or the north side of 6<sup>th</sup> west to Stone.
3. It leaves parts of Iron Horse (north) and Armory Park in IID, out of DL-UOD
4. It doesn't resolve streetscape design and funding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





## Regulatory/ Land Use Recommendations

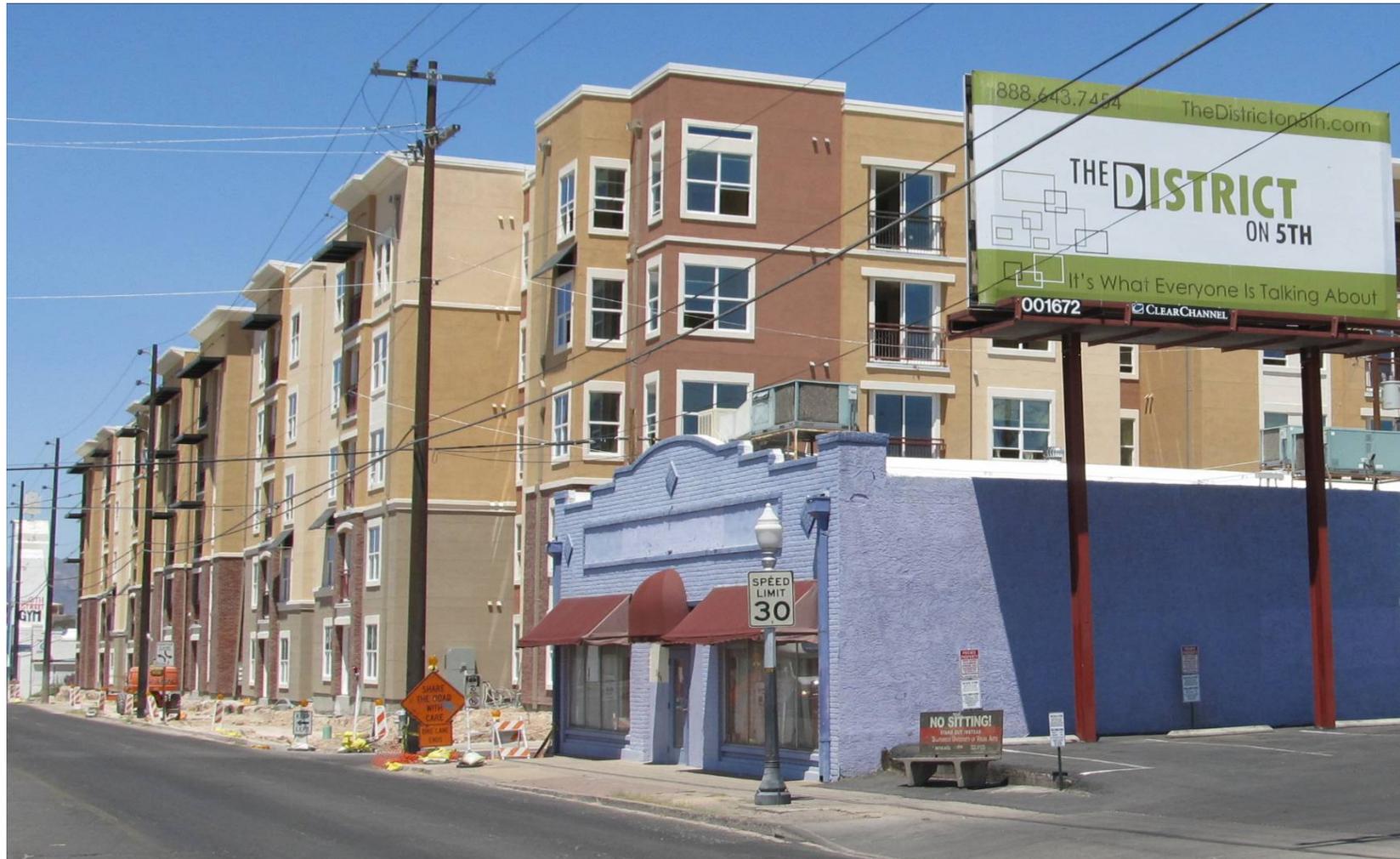
1. Expand Downtown Links UOD to subsume the central portion of the Infill Incentive District and reframe the IID area requirements through a new public process.





## Regulatory/ Land Use Recommendations

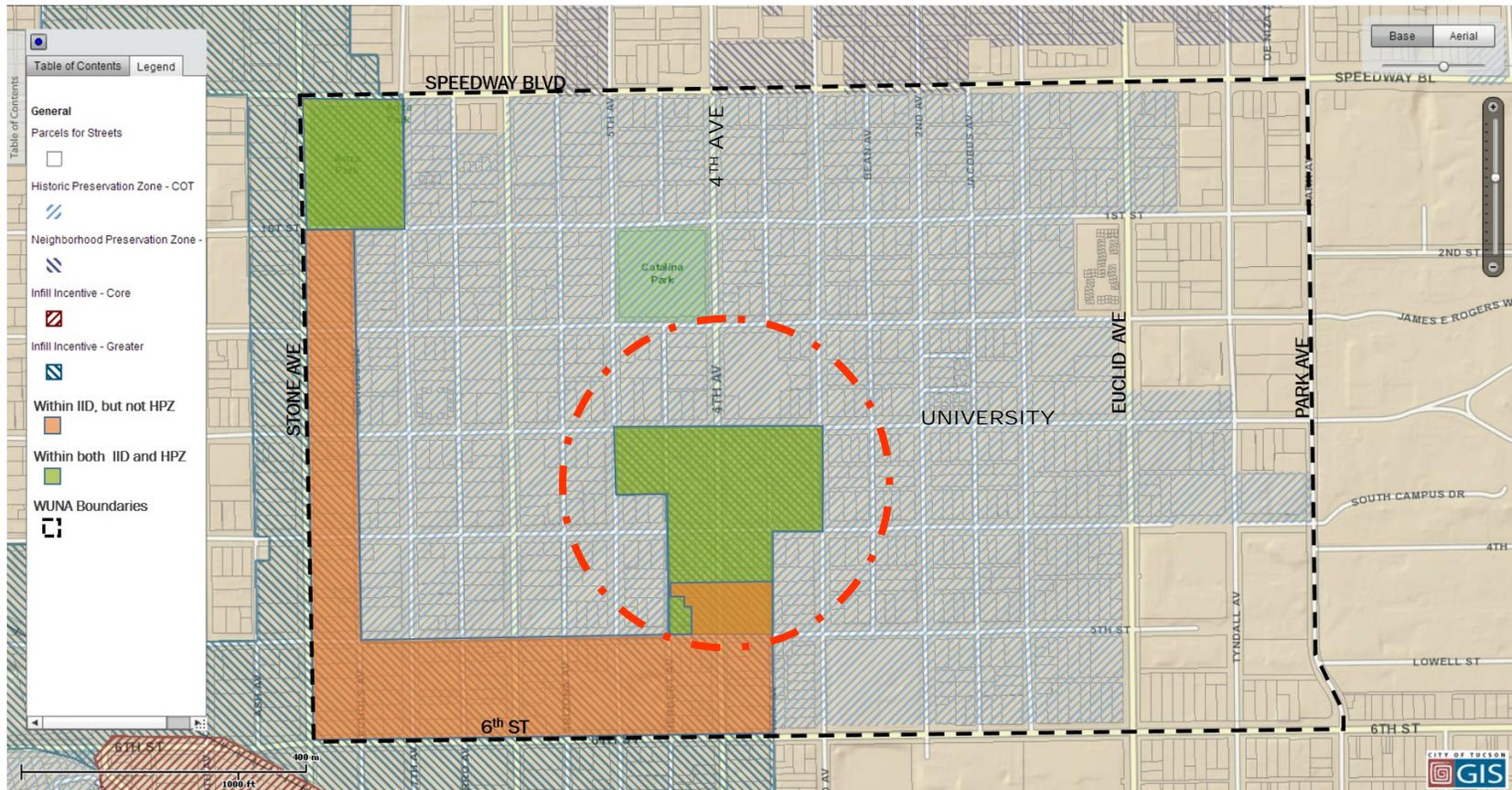
2. In the revised/expanded DL-UOD look closely at Group Dwelling as an allowable use. (This is the use that allows rental by the bedroom for student housing.)





## Regulatory/ Land Use Recommendations

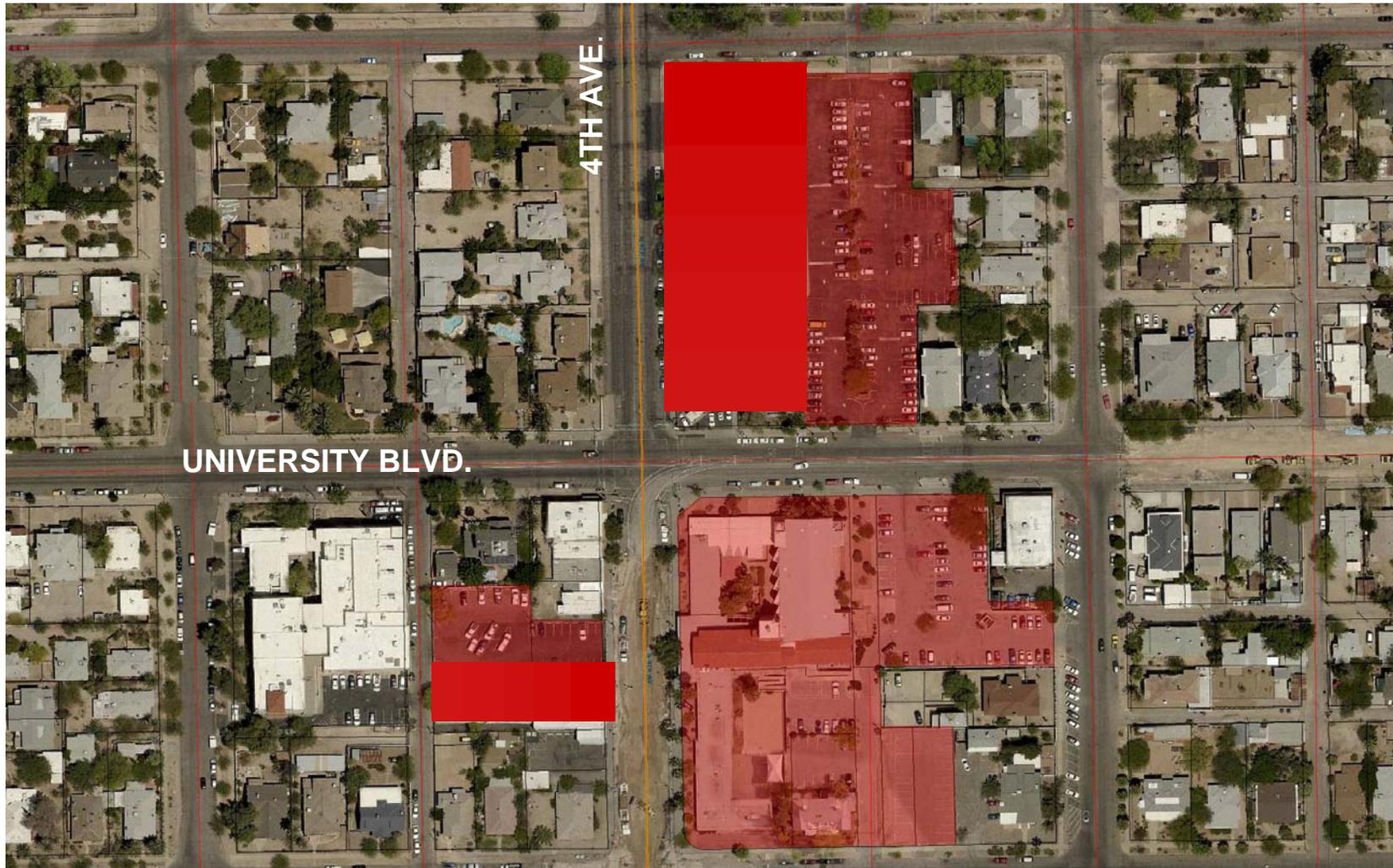
3. For the northern “hammerhead” of the IID, consider an alternate process for key development sites.





## Regulatory/ Land Use Recommendations

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.”





## Streetcar Land Use Plan Design Charrette Followup Meeting

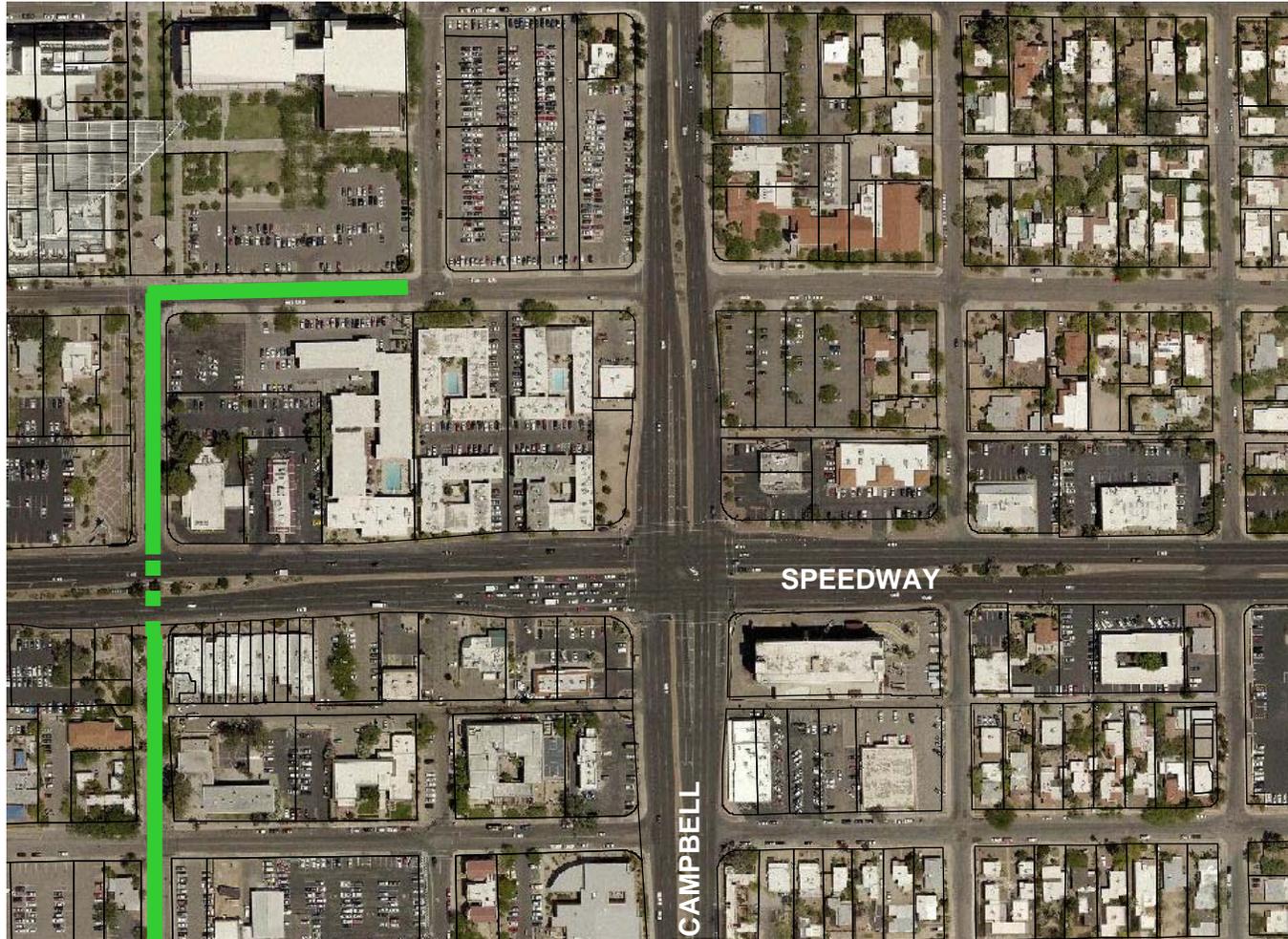


# Regulatory/Land Use Recommendations

*Eastern Terminus and Main Gate*



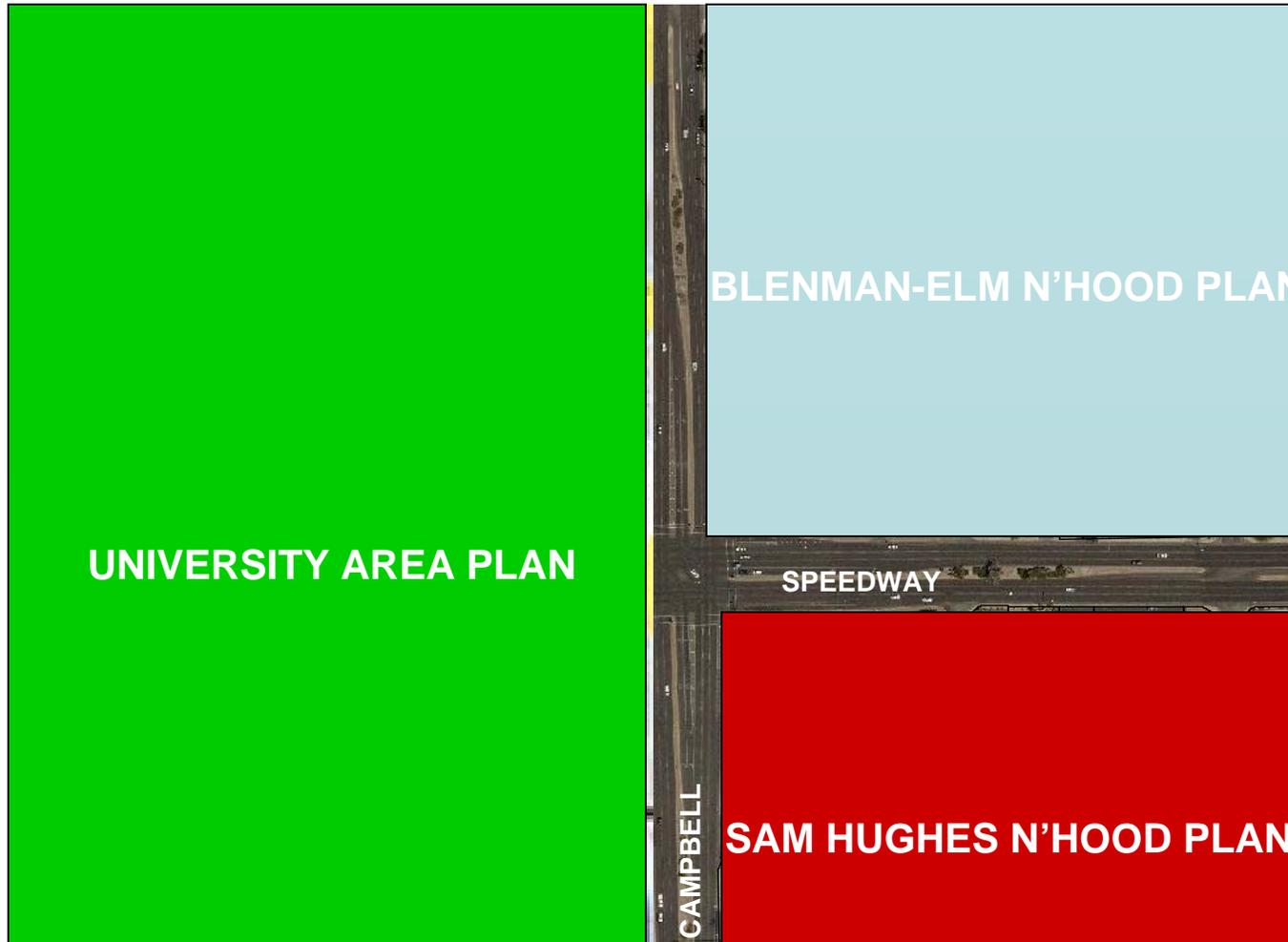
# Streetcar Land Use Plan Design Charrette Followup Meeting



*Eastern Terminus – Development Strategy*



# Streetcar Land Use Plan Design Charrette Followup Meeting



*Eastern Terminus – Development Strategy*



# Streetcar Land Use Plan Design Charrette Followup Meeting



## THE UNIVERSITY OF ARIZONA COMPREHENSIVE CAMPUS PLAN UPDATE 2009

6. New multidisciplinary research and academic buildings surround quadrangles and courtyards replacing the previous plan's diagonal connection to the engineering quads. This plan allows for more efficient building layouts and greater flexibility to meet future needs;

7. The phase-one terminus of the Modern Streetcar is shown as a possible mixed-use development with office buildings and a major parking garage;

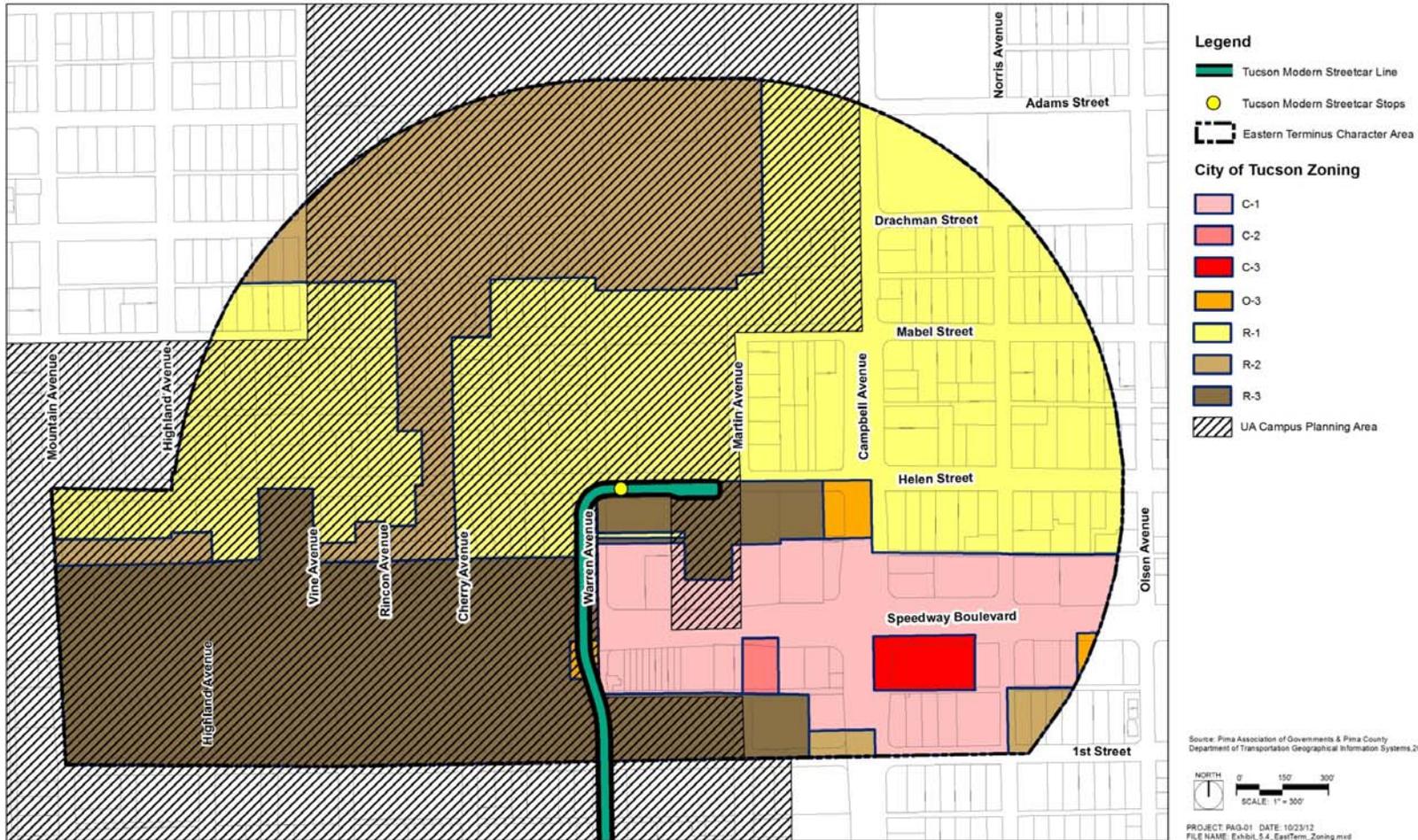
8. Mixed-use development planned as a possible public-private partnership on the corner of Speedway Boulevard and Campbell Avenue has been simplified in Update with a central parking garage; and,

**There have been continuing conversations and an evolution of these concepts as the University of Arizona, various private property owners, and neighborhoods consider finance, respective needs and options.**

### *Eastern Terminus – Development Strategy*



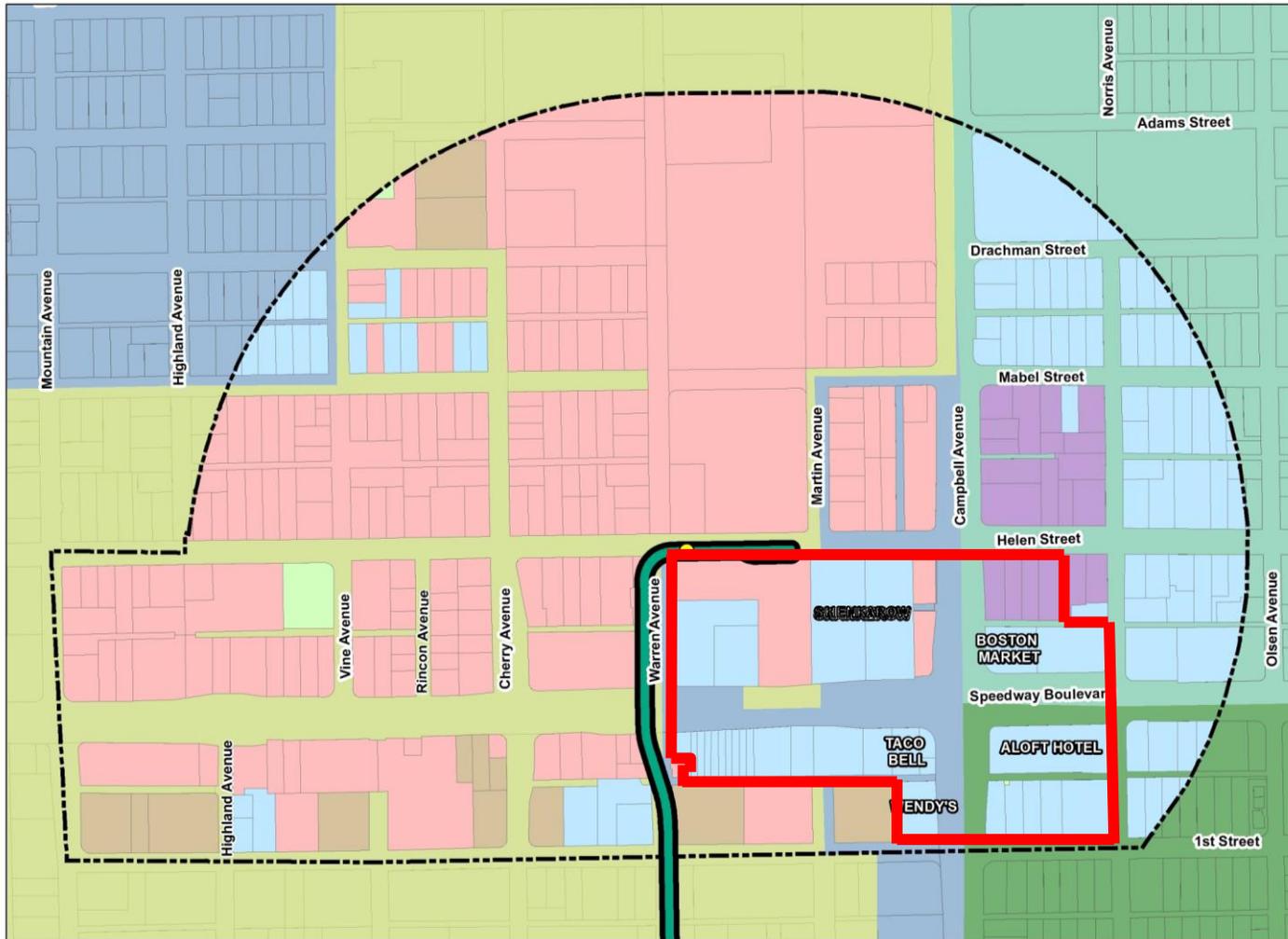
# Streetcar Land Use Plan Design Charrette Followup Meeting



## Eastern Terminus – Zoning



# Streetcar Land Use Plan Design Charrette Followup Meeting



### Legend

- Tucson Modern Streetcar Line
- Tucson Modern Streetcar Stops
- Eastern Terminus Character Area
- Major Property Owners**
- Arizona Board of Regents
- Fraternal Organizations
- Our Saviors Evangelical Lutheran Church
- Private
- University of Arizona Foundation
- University Area Plan
- Blenman-Elm Neighborhood Plan
- Sam Hughes Neighborhood Plan
- UA Campus Planning Area

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

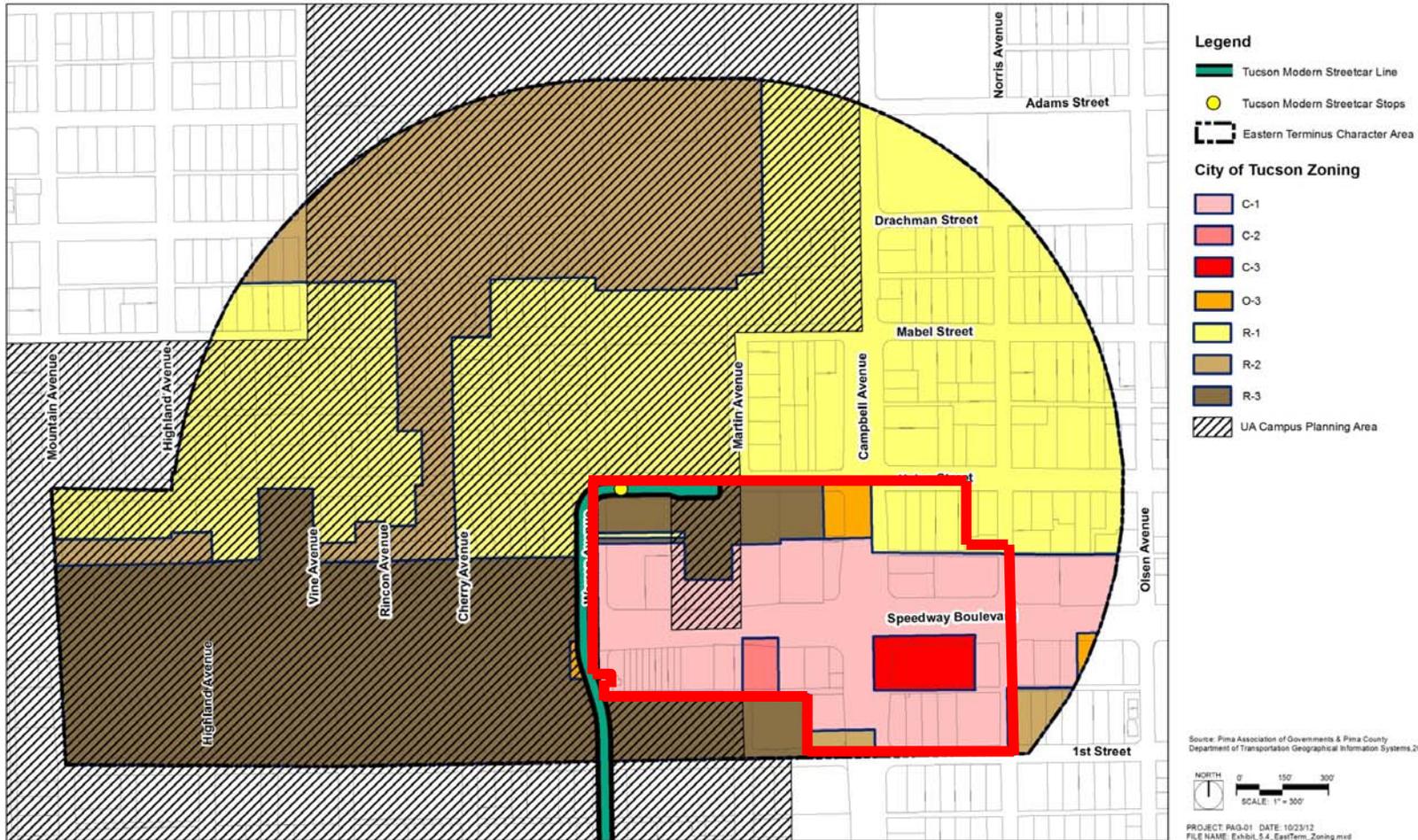


PROJECT: PAG-01 DATE: 08/09/13  
FILE NAME: Exhibit\_5\_11\_Ownership\_wCampusPigArea.mxd

## Eastern Terminus – Special Area Policy



# Streetcar Land Use Plan Design Charrette Followup Meeting



## Eastern Terminus – Ownership



## Streetcar Land Use Plan Design Charrette Followup Meeting

### NEXT STEPS:

1. Investigate UDC text amendment needed to enable a “Special Area Policy” to amend adjoining Neighborhood/Area Plans (Sam Hughes, Blenman Vista, UA Area, UA Campus Comprehensive). A “Special Area Policy” = a consensus amendment to “set the table” for desired development PAD.
2. Work with UA, all land-owners, adjoining neighborhoods, and Ward 6 to develop a first draft “Special Area Policy” document for the Speedway and Campbell intersection to carry out the high quality, mixed-use, transit-oriented, urban gateway vision. Address parking issues, bicycle park-and-ride, a network of urban open spaces connecting to UA and adjacent neighborhoods, and sustainable features.
3. If agreement exists in concept, pursue the “Special Area Policy” / simultaneous Plan(s) Amendment through the prescribed public process.



*Development Strategy – Campbell and Speedway*



## Streetcar Land Use Plan Design Charrette Followup Meeting

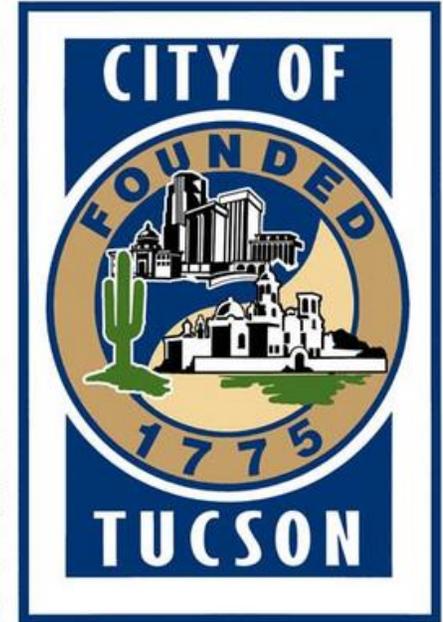
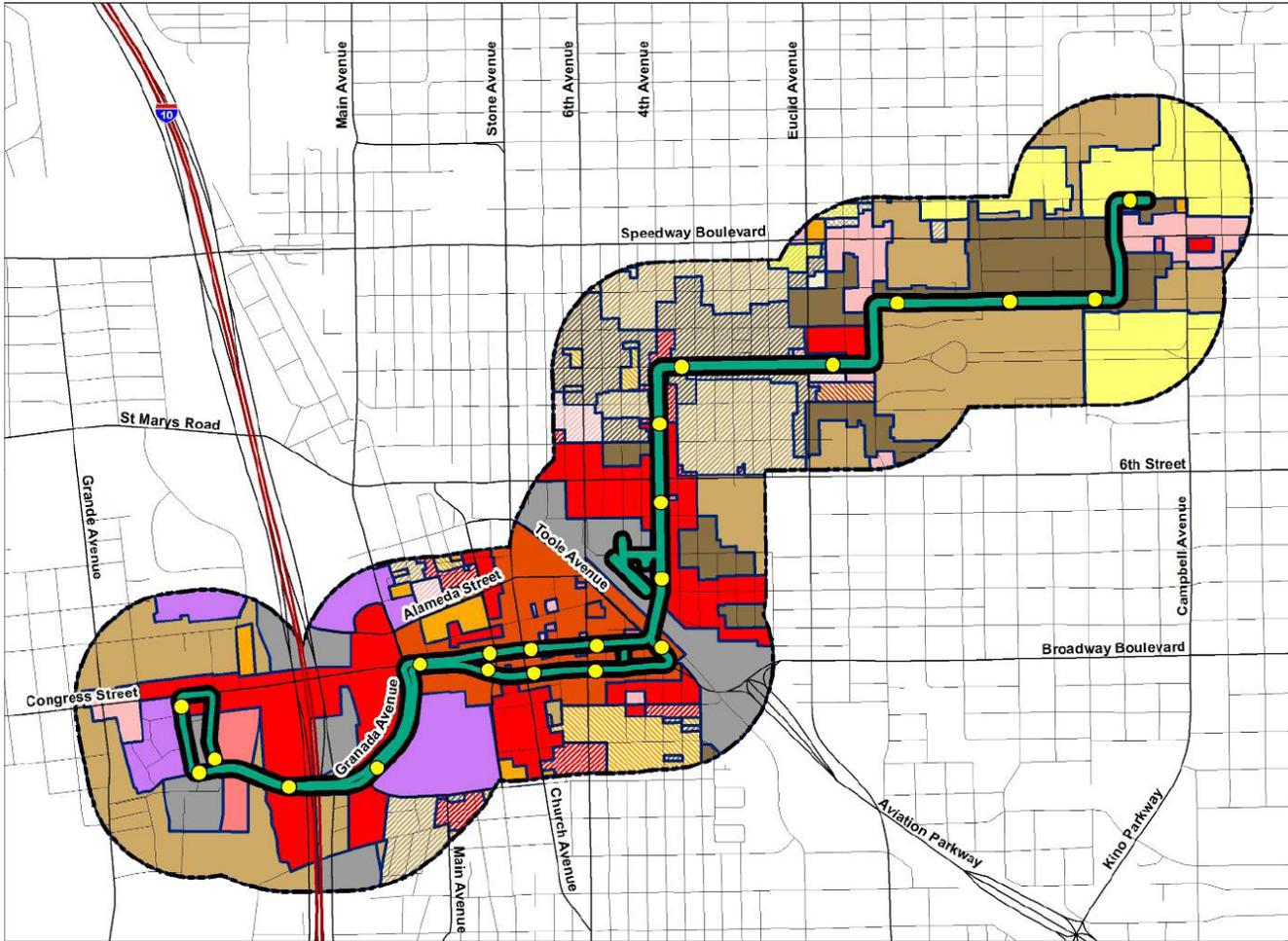


# Regulatory/Land Use Recommendations

*Downtown*



# Streetcar Land Use Plan Design Charrette Followup Meeting

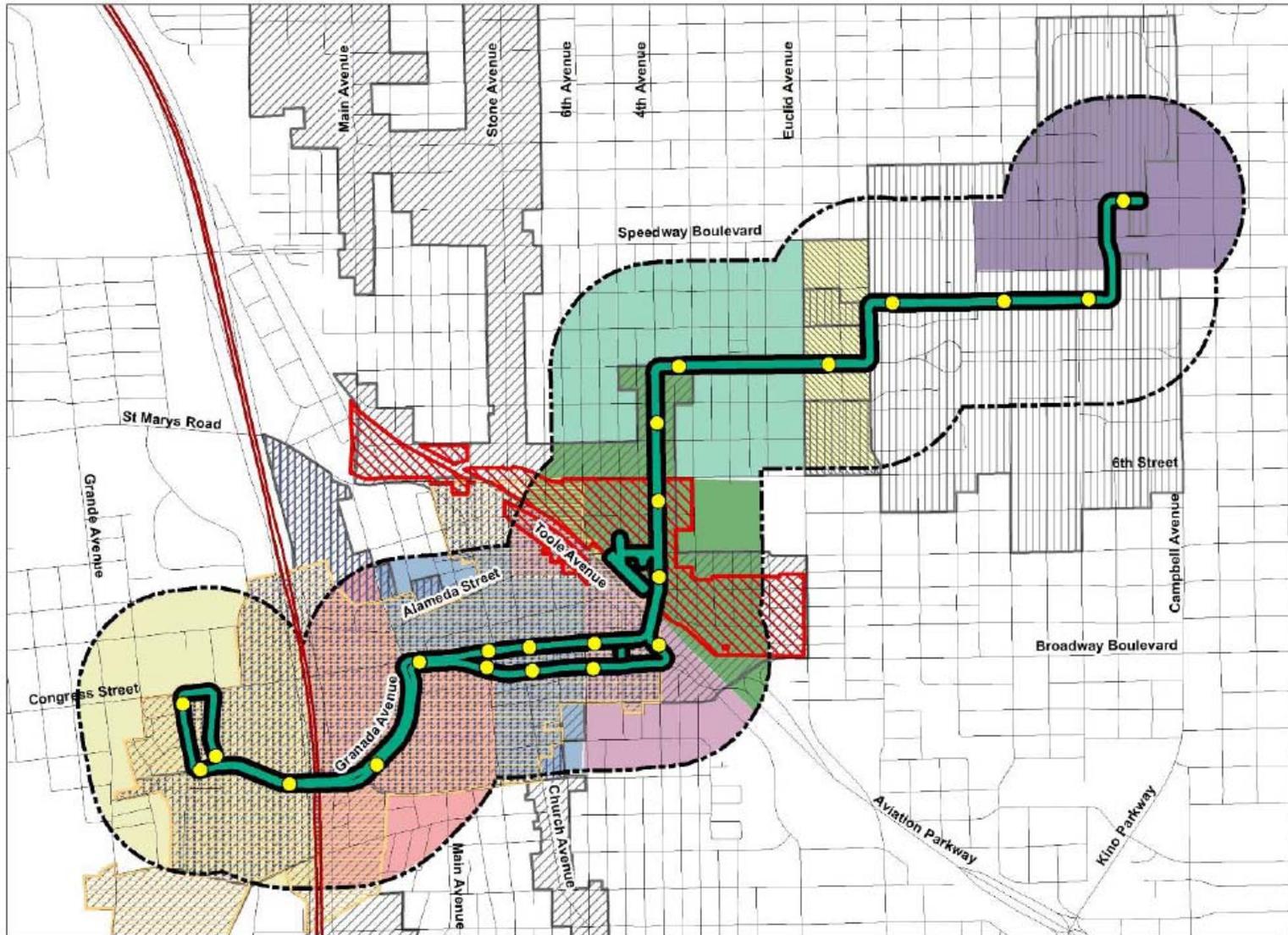


# ZONING

*Downtown: Development Strategy – Regulations*



# 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

### Character Areas

- Eastern Terminus
- Main Gate
- Central Segment (University Boulevard)
- Central Segment (4th Avenue Business District)
- Downtown Entertainment District (Congress and 4th Avenue Activity Cen
- Downtown Entertainment District (Downtown Central Business Center)
- Downtown Cultural/Convention District
- Western Terminus

### Overlay Districts

- ▨ Downtown Links Urban Overlay District (Proposed)
- ▨ Downtown Core Subdistrict
- ▨ Greater Infill Incentive District
- ▨ Main Gate Urban Overlay District
- ▨ UA Campus Planning Area
- ▨ Rio Nuevo Business District

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

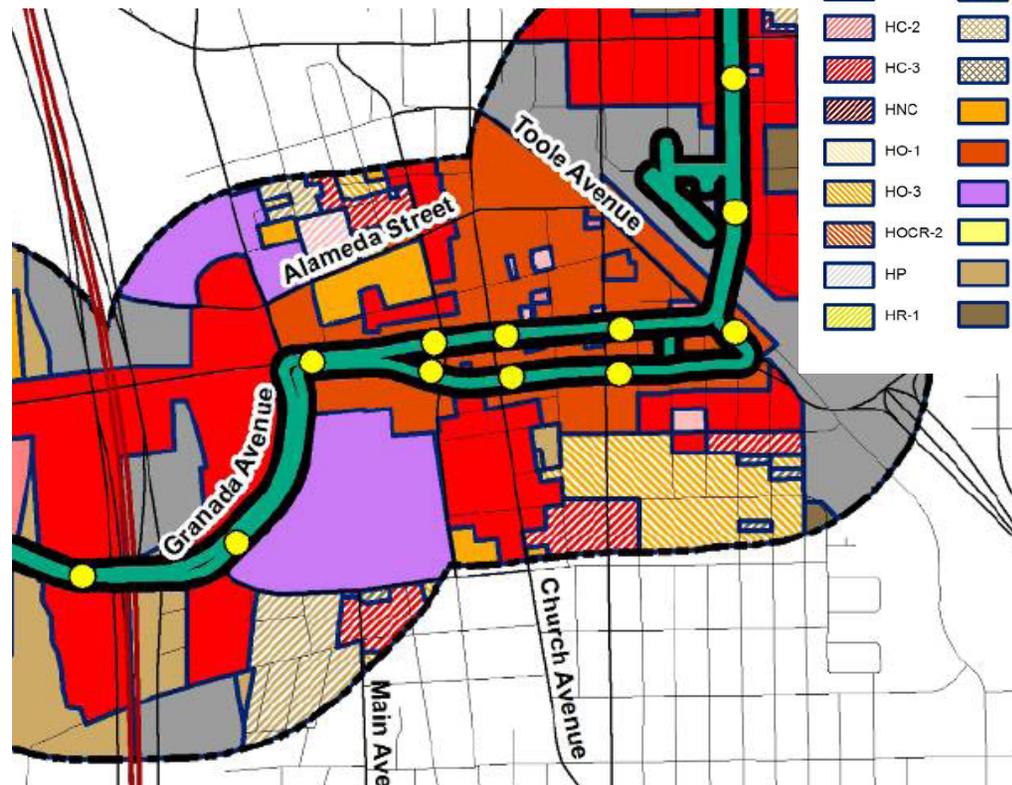
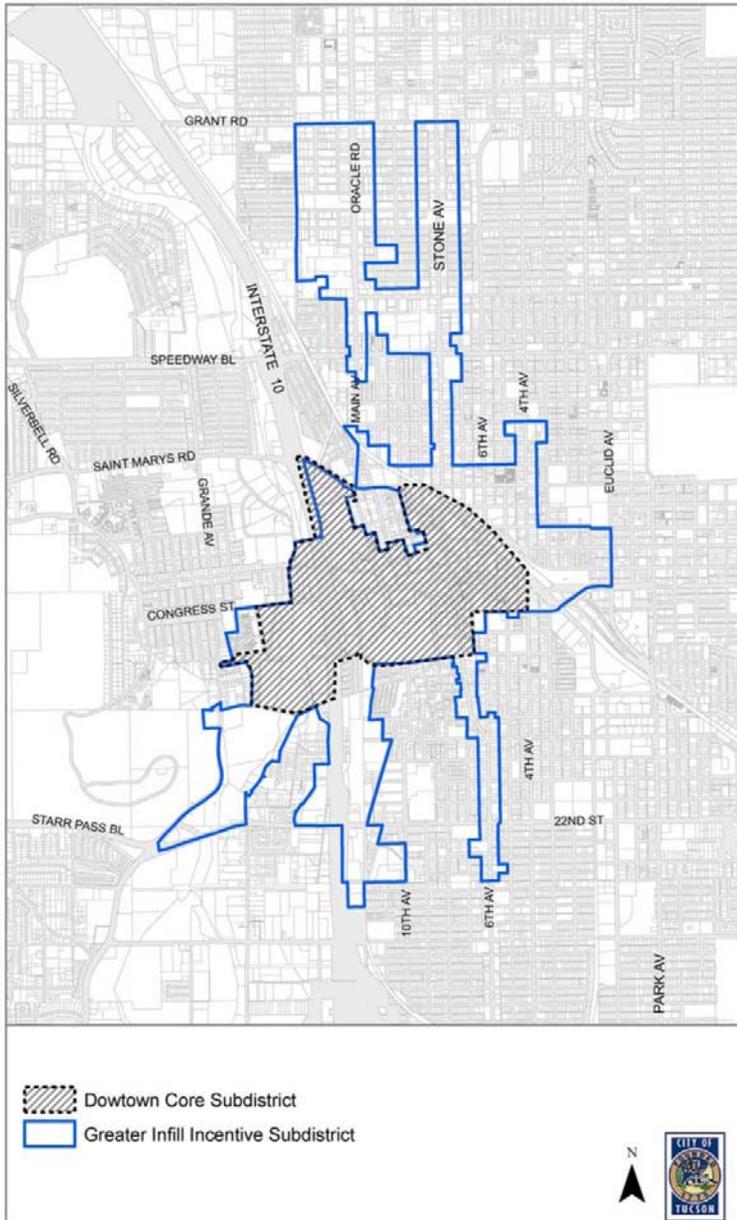


PROJECT: PLS-01 DATE: 1/22/12  
FILE NAME: Esh & L\_4\_CharacterAreas\_11X17.mxd



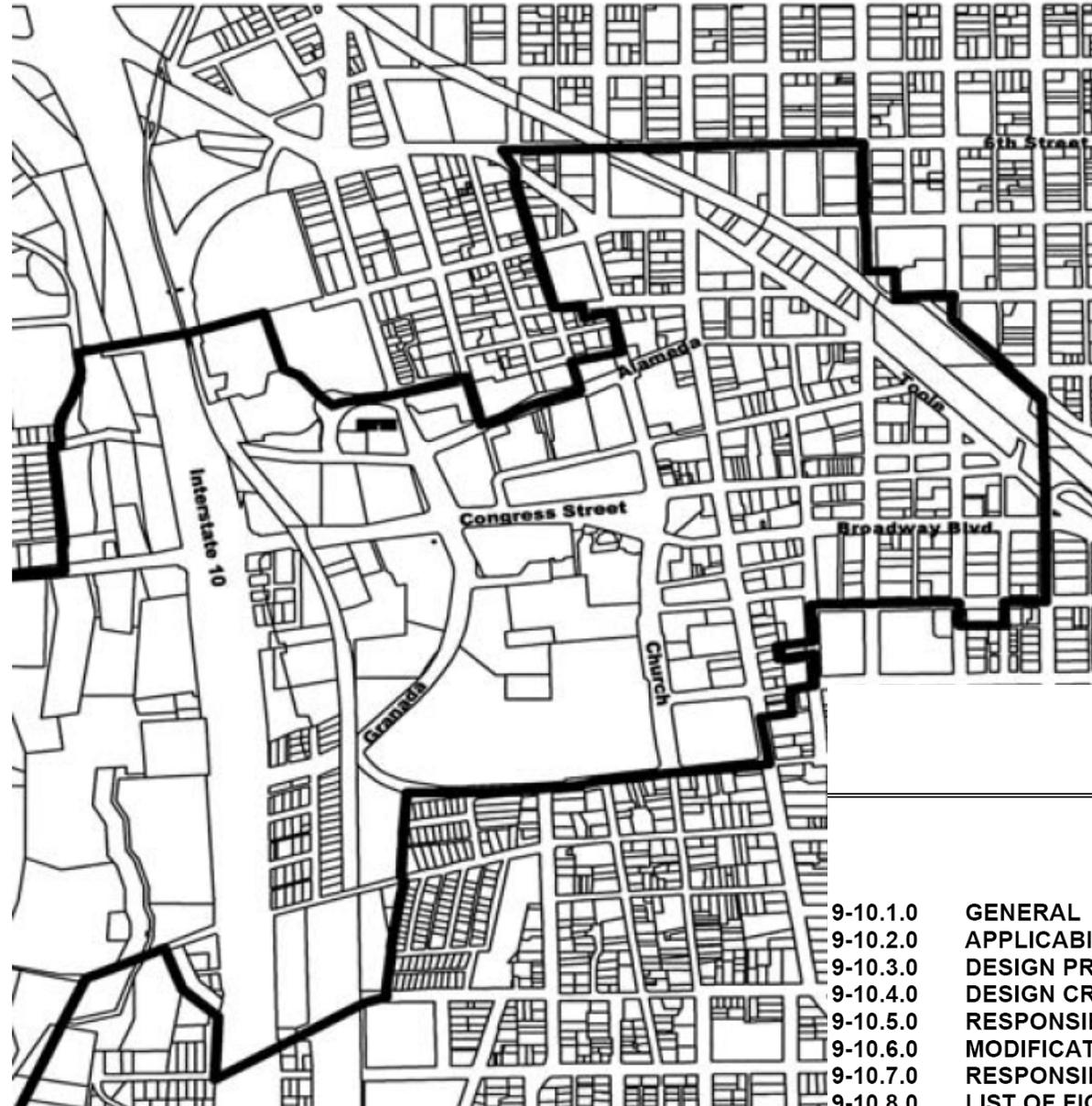
# Streetcar Land Use Plan Design Charrette Followup Meeting

The Downtown is governed by existing hard zoning and the Downtown Core District of the Greater Infill Incentive District. With a few exceptions, both are generally working well.





# Streetcar Land Use Plan Design Charrette Followup Meeting



**Downtown is also governed by the *Rio Nuevo and Downtown Zone*. It covers largely the same area as the Downtown Core of the GIID but has the additional elements of Design Principles, Criteria, and Design Review through the DRB.**

CITY OF TUCSON  
DEVELOPMENT STANDARD NO. 9-10.0  
RIO NUEVO AND DOWNTOWN (RND) ZONE

RIO NUEVO AND DOWNTOWN (RND) ZONE

- 9-10.1.0 GENERAL
- 9-10.2.0 APPLICABILITY AND ORGANIZATION OF CRITERIA
- 9-10.3.0 DESIGN PRINCIPLES
- 9-10.4.0 DESIGN CRITERIA
- 9-10.5.0 RESPONSIBILITY FOR ENFORCEMENT
- 9-10.6.0 MODIFICATIONS
- 9-10.7.0 RESPONSIBILITY FOR REVIEW
- 9-10.8.0 LIST OF FIGURES

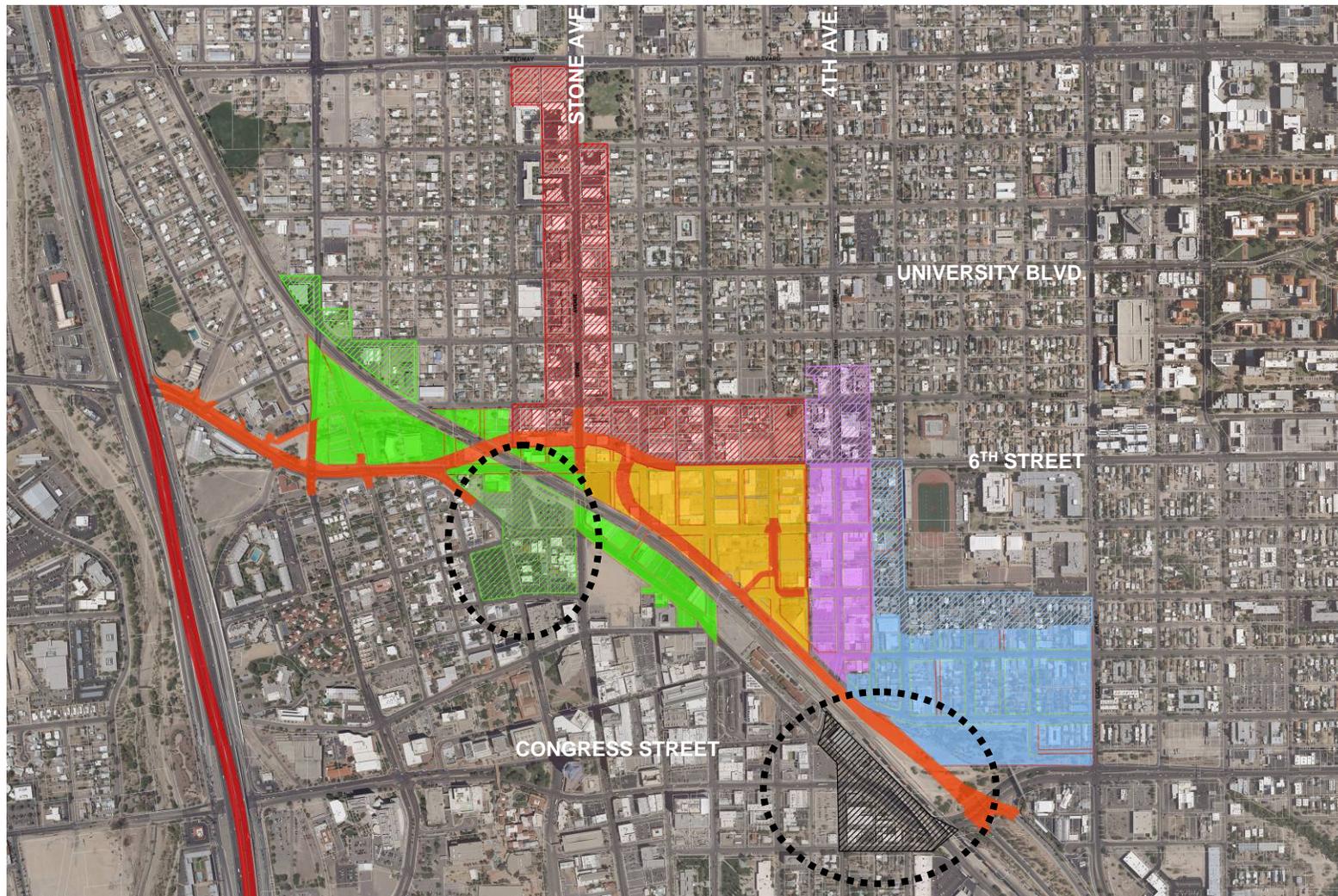


## **RECOMMENDATION: Regulatory Structure**

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.



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





## Streetcar Land Use Plan Design Charrette Followup Meeting

4. Complex overlays create ambiguity. For example, which overlay zone trumps the other where an HPZ zone overlaps with IID? This occurs in El Presidio at the Museum of Art parcels, as well as in Armory Park on a few parcels including the Children's Museum and the Temple of Music and Art. The UDC text should clarify how these overlays interact with each other where HPZ and IID overlap. (There is currently a Planning Commission sub-committee studying the IID.)



*Development Strategy – Regulations*



## Streetcar Land Use Plan Design Charrette Followup Meeting

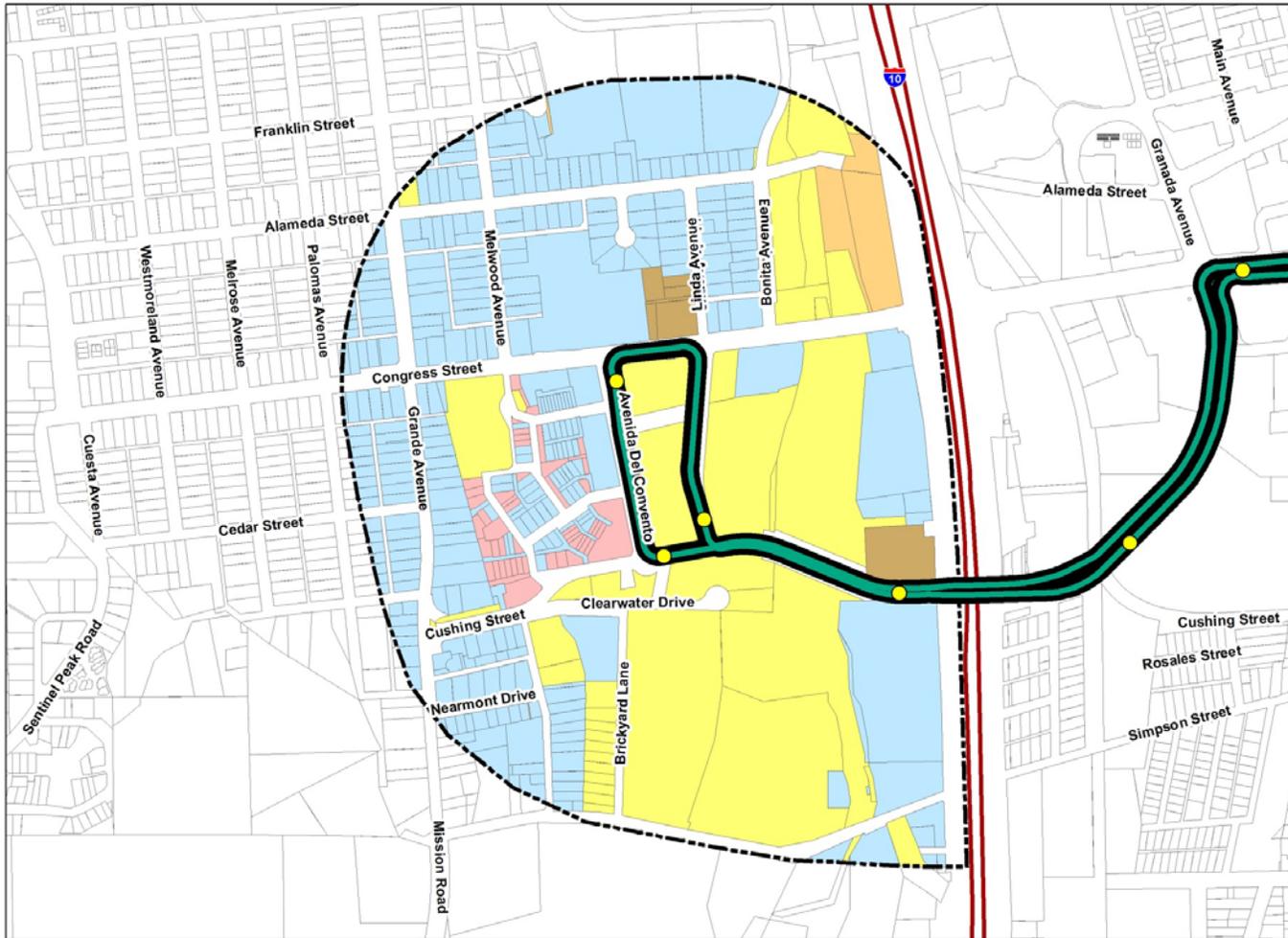


# Regulatory/Land Use Recommendations

*Origins Gateway (Western Terminus)*



# Streetcar Land Use Plan Design Charrette Followup Meeting



- 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

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

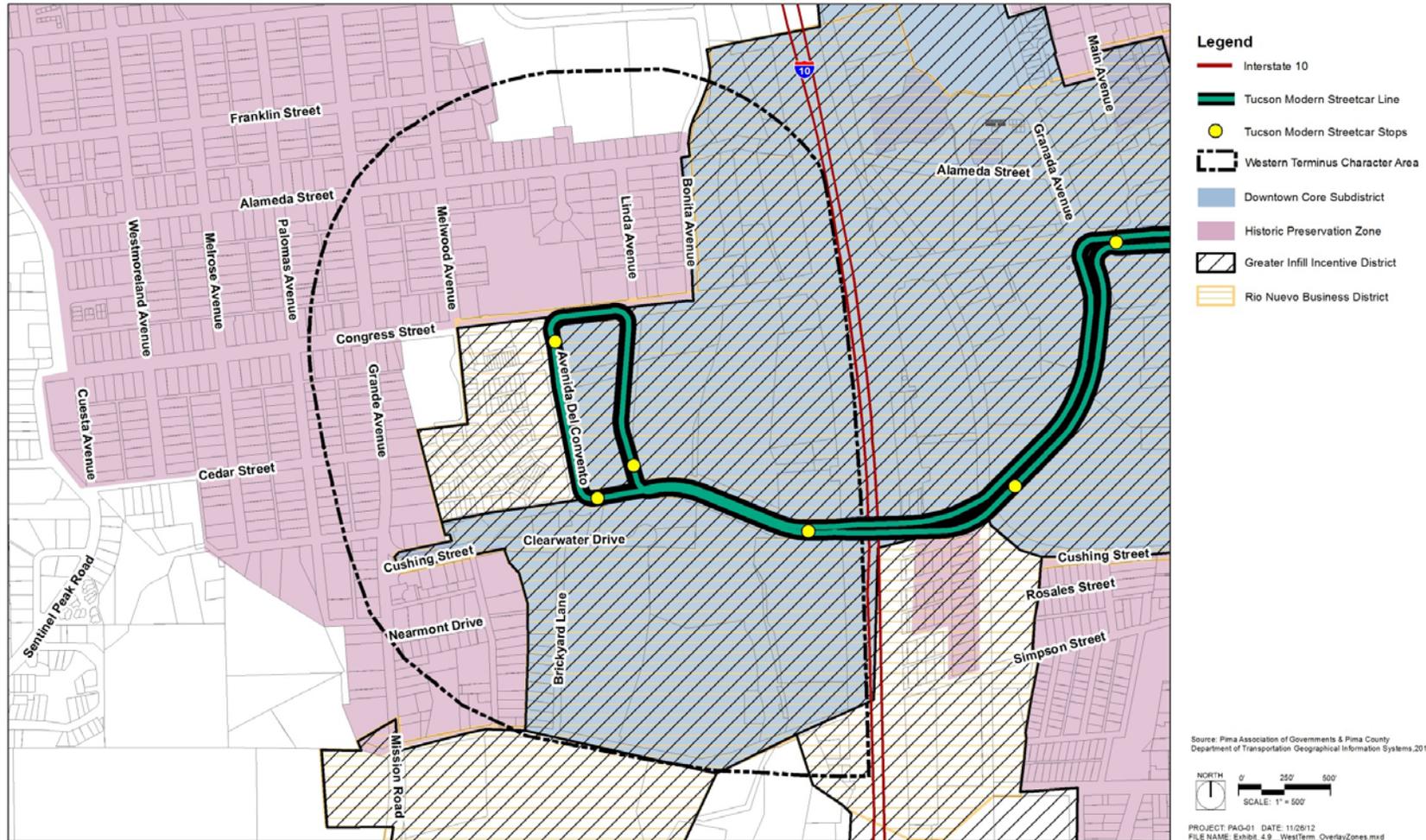


PROJECT: PAG-01 DATE: 11/20/12  
FILE NAME: Exhibit\_4\_8\_WestTerm\_PropertyOwnership.mxd

## Origins Gateway (Western Terminus)



# Streetcar Land Use Plan Design Charrette Followup Meeting



*Origins (Western Terminus)*



*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.



### *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.

These are all critical to achieving the goals and vision set forth by the community through the planning of the Mercado District, the Menlo Park planning effort, the Mission Gardens/Origins Tucson effort, as well as those expressed during the design charrette.



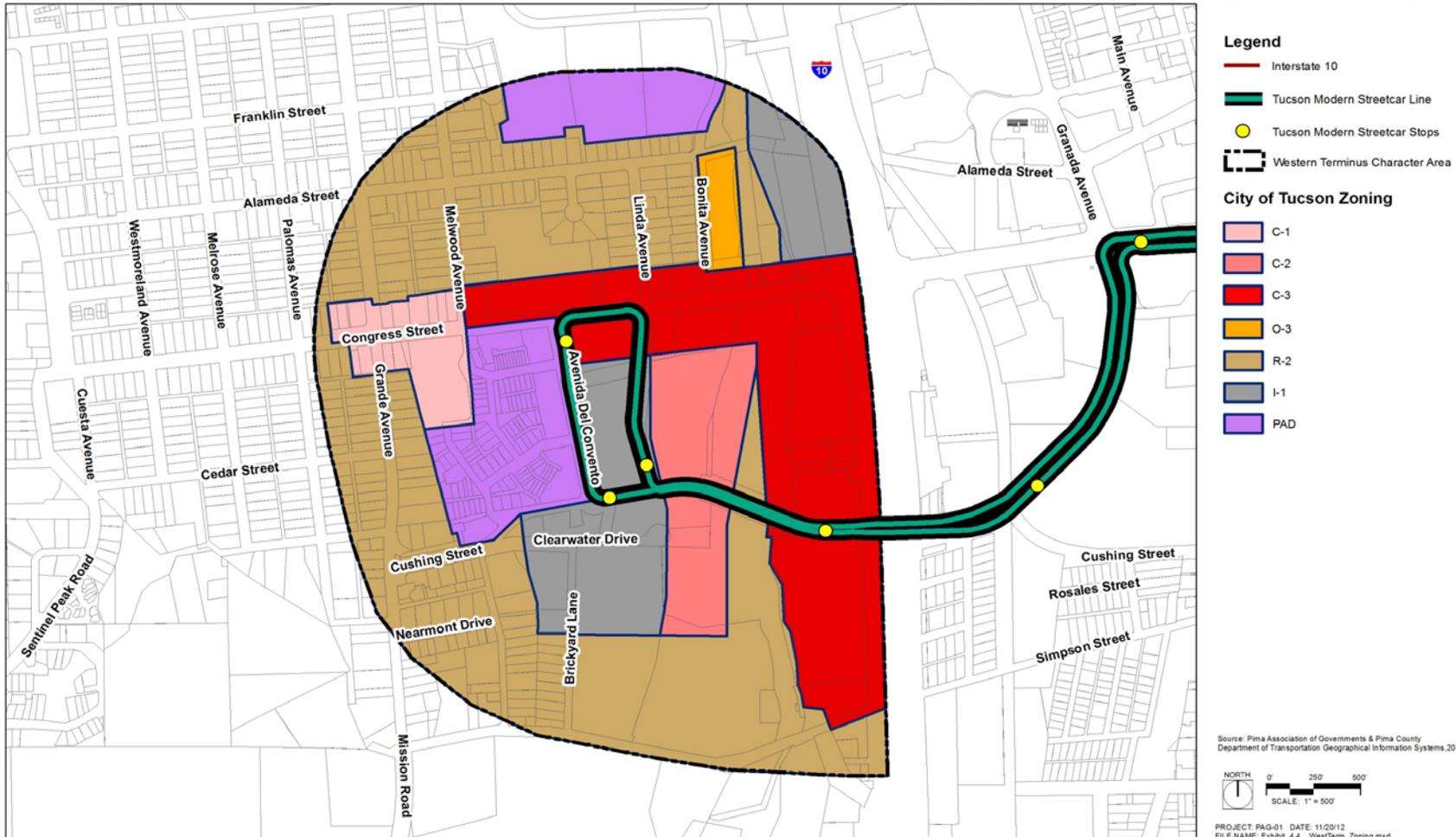
## Menlo Park Position Paper

- 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

*Origins (Western Terminus)*



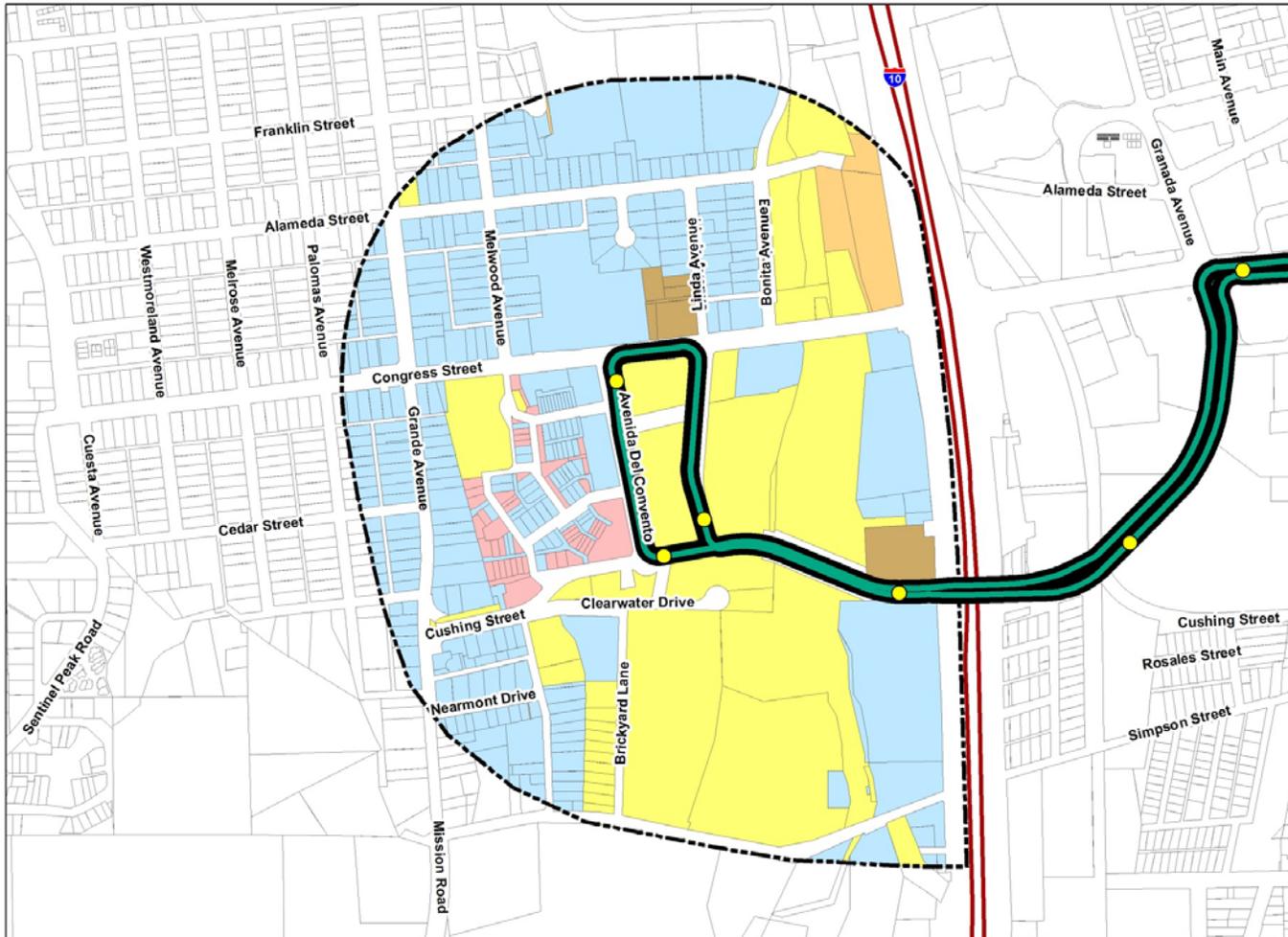
# Streetcar Land Use Plan Design Charrette Followup Meeting



## Origins Gateway (Western Terminus)



# Streetcar Land Use Plan Design Charrette Followup Meeting



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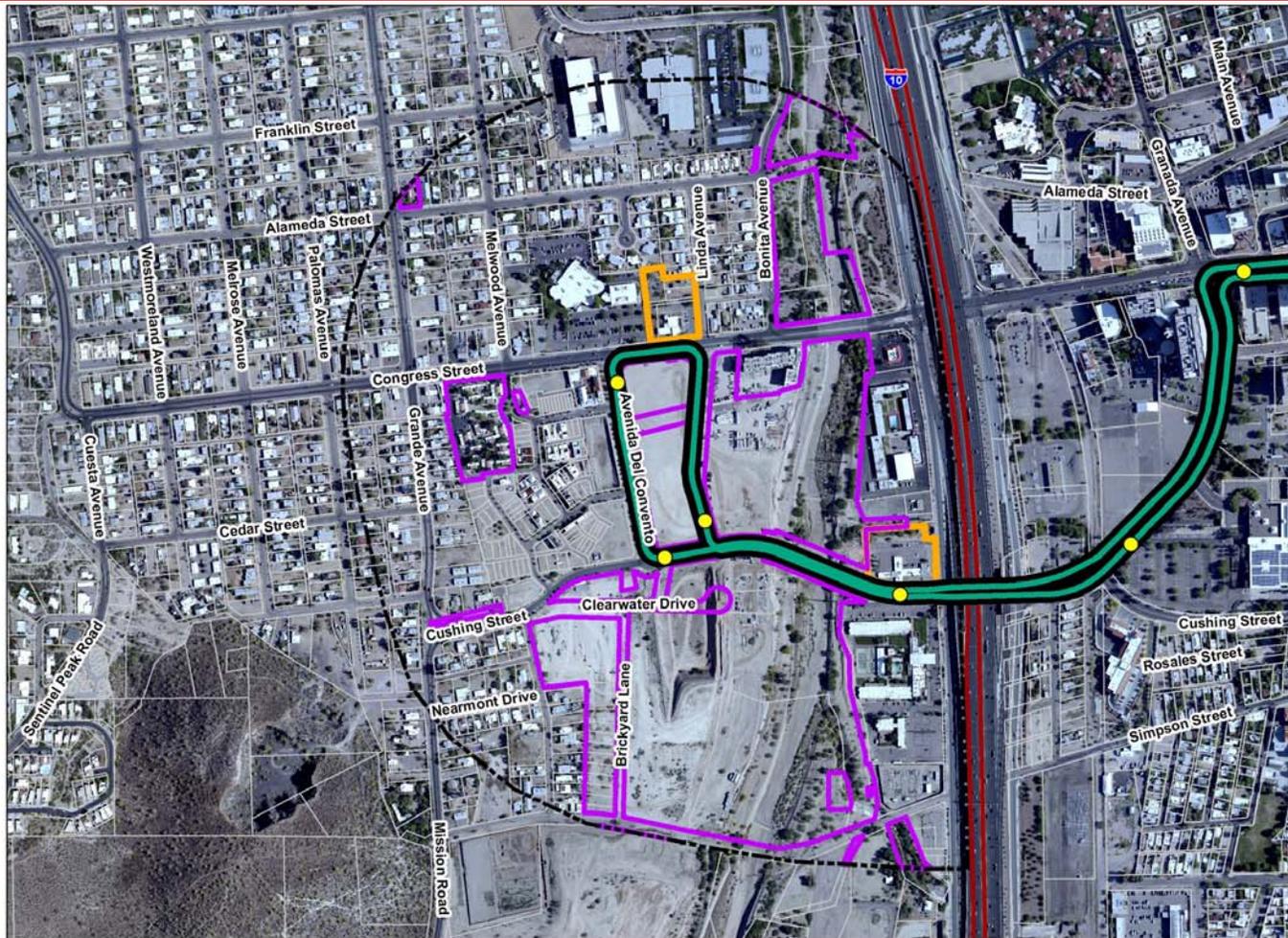


PROJECT: PAG-01 DATE: 11/20/12  
FILE NAME: Exhibit\_4\_8\_WestTerm\_PropertyOwnership.mxd

## Origins Gateway (Western Terminus)



# Streetcar Land Use Plan Design Charrette Followup Meeting



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  - City of Tucson
  - Pima County

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: 05/29/13  
FILE NAME: Exhibit\_4\_10\_WestTerm\_CoT&PimaCo\_Own.mxd

## Origins Gateway (Western Terminus)



## Work Products

- Comprehensive Strategy Document
- Streetcar-wide Organizational Structure Plan
- HPAD Zoning Text Amendment Draft
- Kickoff of Downtown Links process for proposed new sub-areas (8 months duration)
- Draft Special Area Policies (Campbell/Speedway; TCC)
- Coordinate IID Design Review with Downtown Links
- PAD Draft/Design Guidelines for Origins Gateway

*Next Steps*



## Streetcar Land Use Plan Design Charrette Followup Meeting

### Meeting Dates

#### Community meetings

Western Terminus (Origins) –

**Date/Time:** Monday, August 26<sup>th</sup> 6:00 PM

**Location:** Public Works Building, 201 N Stone Av., Basement Conf. Rm. C

Mayor & Council Presentation: Sept. 10

Historic Commission: TBD

*Next Steps*



## Streetcar Land Use Plan Design Charrette Followup Meeting



**Comments/Questions?**