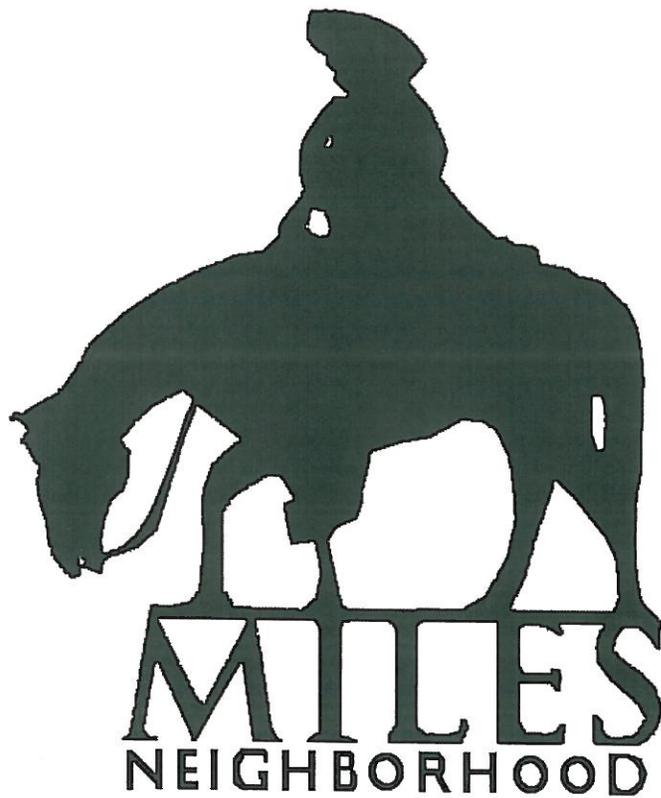


Miles Neighborhood Plan



Draft Plan
September 16, 2009

September 16, 2009

Draft
Miles Neighborhood Plan

In collaboration with the
City of Tucson
Housing and Community Development Department
Comprehensive Planning Division

For further information regarding this document, please call the Comprehensive Planning Division, City of Tucson Housing and Community Development Department at (520) 791-4171

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Appendices (under separate cover)

Appendix A	Miles Neighborhood Plan Development Process Summary
Appendix B	Miles Neighborhood Inventory and Analysis
Appendix C	Miles Neighborhood Conceptual Landscape Plan
Appendix D	Arroyo Chico Area Plan

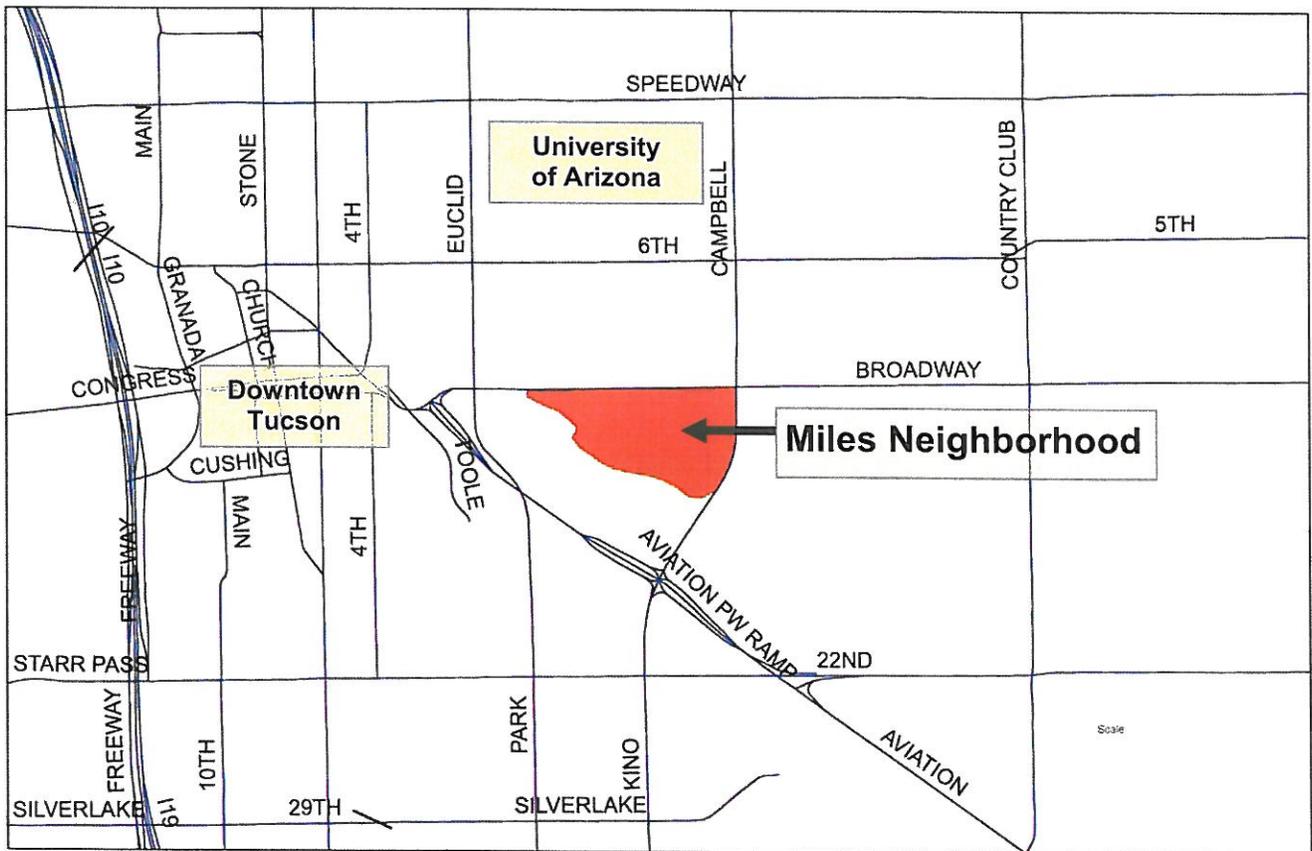
INTRODUCTION

The *Miles Neighborhood Plan* is the result of a neighborhood planning process that included a neighborhood inventory, a survey of neighborhood stakeholders, public meetings, Steering Committee meetings and a landscape plan workshop. A description of the process, managed by the Comprehensive Planning Division City of Tucson Housing and Community Development Department, is found in Appendix A.

Elements of a Neighborhood Plan

The *Miles Neighborhood Plan* includes the following elements:

- A vision statement, which is a consensus of a designed future state
- An explanation of the circumstances under which the Plan would be implemented
- Four goals that define the desirable state of the Neighborhood. Each goal includes policies, i.e., commitments to the course of action that will lead the Neighborhood toward its goals; and specific strategies, i.e., available or recommended means for implementation of the policies
- Appendices which include additional information about the plan's development.



Miles Neighborhood Context Map

MILES NEIGHBORHOOD - PAST AND PRESENT

Location

The Miles Neighborhood is situated south of Broadway Boulevard, north of the Arroyo Chico Wash, east of Park Avenue and the Arroyo Chico Wash, and west of Kino Parkway. This roughly 1/8 square mile neighborhood has a distinctly residential feel. It is located approximately 1/2 mile south of the University of Arizona, east of downtown Tucson and directly adjacent to two major arterial roads, Broadway Boulevard and Kino Parkway.



The Miles Neighborhood Location Map (outlined in blue)

History

Before 1920, a few isolated homesteads dotted what is now known as the Miles Neighborhood. In the 1920s, a real estate developer named Walter E. Murphey Sr. purchased and subdivided the land as the southern extension of the University Heights Neighborhood. In 1926, there were eight new home listings in the Miles Neighborhood along Broadway Boulevard with seven additional new listings in the Neighborhood between 1926 and 1929. Development progressed steadily in the 1930s through the 1950s.

A defining landmark in the Neighborhood, and its namesake, was the Miles School, located at 1400 E. Broadway. The Miles School was designed by Lyman and Place, Architects. The first phase of the school was built between 1921 and 1925, with additional rooms constructed in 1928 and 1930-31. The school took its present form in 1949. The Miles Exploratory Learning Center (ELC), as it is now known, is an elementary school (grades kindergarten through eighth) in the Tucson Unified School District. Currently, children attend the Miles ELC from throughout the Tucson area and admission is based on a lottery system.



*Miles School in 1928; Italian type architecture
Photo courtesy of the Arizona Historical Society*



*Miles Exploratory Learning Center in 2008
Photo taken from east side of school*

Present Conditions

Information about the Miles Neighborhood was collected in several ways. City staff worked with Neighborhood volunteers to conduct a physical inventory of current conditions. Staff also used Pima County and City of Tucson electronic data and conducted geospatial analysis to further understand conditions in the Neighborhood.

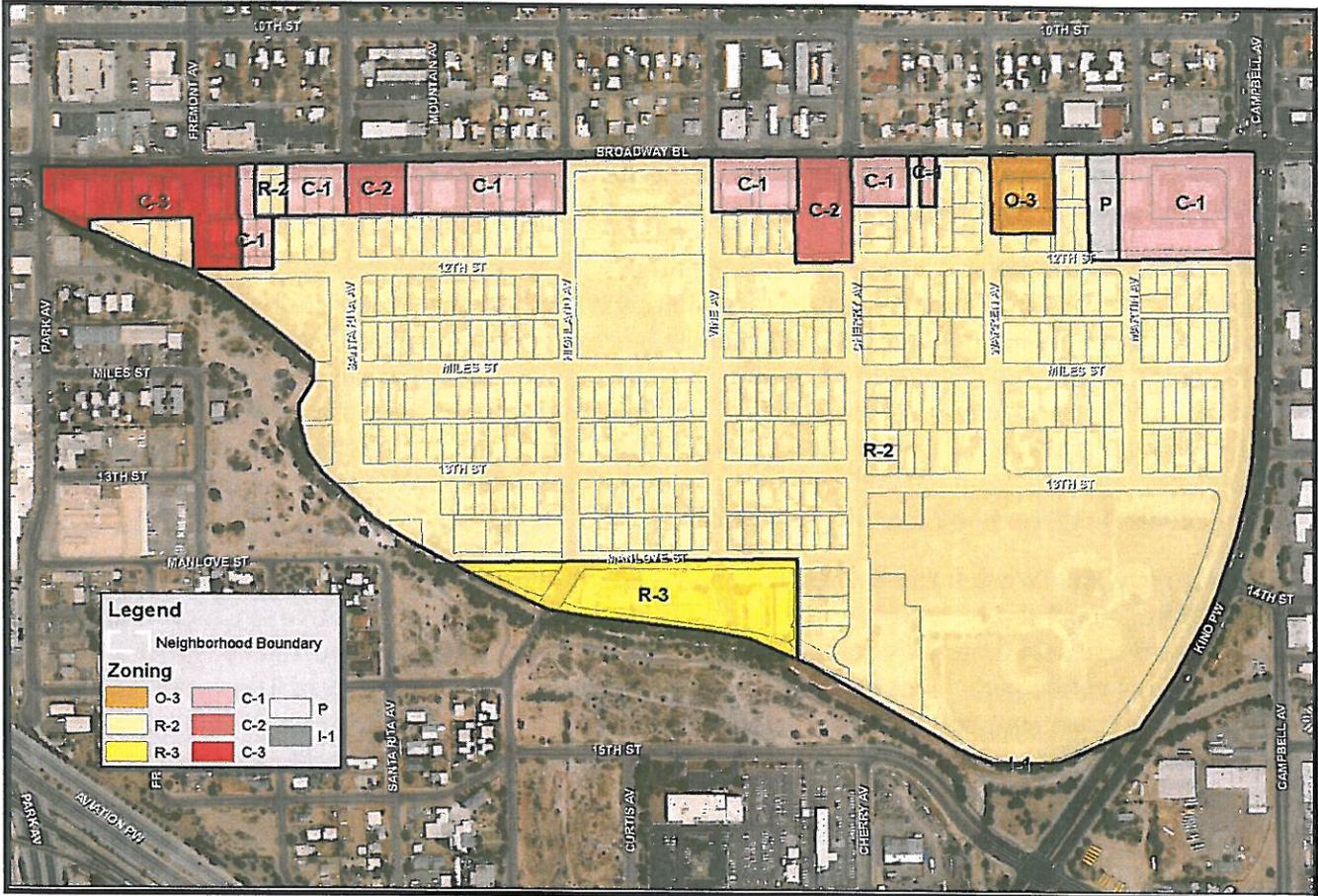
The Miles Neighborhood is primarily a residential neighborhood, separated from surrounding neighborhoods by Broadway Boulevard, Kino Parkway, and the Arroyo Chico Wash. Broadway Boulevard is both a major commercial strip and a barrier to greater connectivity with neighborhoods to the north. A planned expansion of Broadway Boulevard could further isolate the neighborhood from pedestrian connectivity. Kino Boulevard, to the east, is also a major arterial with an abundance of fast-moving traffic. Highland Avenue, a local north-south street with a traffic light at Broadway Boulevard, traverses the neighborhood and crosses the Arroyo Chico Wash to connect to the Barrio San Antonio Neighborhood directly to the south.

The Arroyo Chico Wash forms the southern and western border of the Miles Neighborhood. A planned Regional Flood Control / park project will re-engineer parts of the Arroyo Chico Wash, create multi-use detention basins along the western edge of the neighborhood and construct a multi-use recreation path. This path, developed in conjunction with the City of Tucson Parks and Recreation department, will connect a large regional park, Reid Park, to the east with the downtown area and ultimately the Santa Cruz River trail. Local residents consider this future trail to be an important outdoor recreation amenity.



*Pima County
Regional Flood
Control Multi-
Use Detention
Basins and
Walking Path
Project*

The Miles Neighborhood has a distinctly residential character. Approximately 82 % of the parcels are used for residential purposes and 15 % for commercial, institutional or office use. The remaining 3 % of the parcels are owned by local jurisdictions for the purposes of flood control or right-of-way. The majority of the Neighborhood is zoned for medium density residential development (R-2), although low intensity commercial and other compatible zoning (C-1), more intensive commercial and general zoning (C-2), and office zoning (O-3) are in evidence along Broadway Boulevard. A small pocket of high density residential (R-3) is located along the Arroyo Chico Wash and one area of mid-rise development for general commercial uses (C-3) is found in the far northwestern corner of the Neighborhood.



Miles Neighborhood Zoning Map

Zoning Classifications

- | | |
|---------------------------------|---|
| R-2: Medium density residential | R-3: High density residential |
| C-1: Local commercial | C-2 & C-3: General and Intensive Commercial |
| O-3: Office | P: Parking |

Of the residential units in the Miles Neighborhood, approximately 94% are either single family residences or duplexes and about 6% are multi-family units (more than 2 dwellings on the parcel). The 2000 Census indicates that the percentage of owner-occupied units is 33% which is down from the 1980 Census number of 41% owner-occupied residential units. Roughly 28.5% of the residential lots in the neighborhood are smaller than 6,000 square feet. Current zoning allows a second dwelling on the 71.5% of the lots that are larger than 6,000 square feet.

A majority (70.9%) of the housing stock is over 50 years old and some homes may be eligible for historic designation. Housing styles are diverse and eclectic and include Spanish Colonial Revival, Mission Revival, Bungalow, Ranch, Pueblo Revival, Moderne, and Contemporary. Examples of these styles can be seen below.

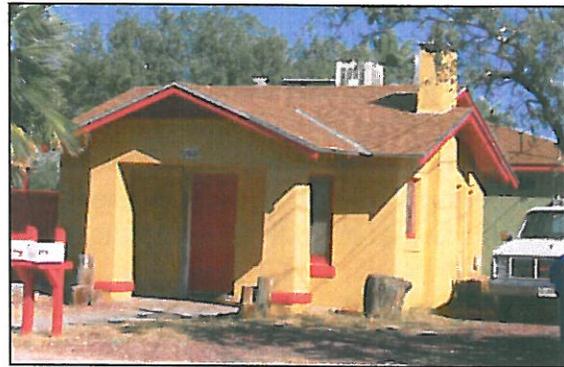
Age of Housing	
Construction Date	Number (Percentage)
Before 1929	43 (15.5%)
1930-1939	34 (12.2%)
1940-1949	51 (18.3%)
1950-1959	69 (24.8%)
1960-1969	19 (0.07%)
1970-1979	24 (0.09%)
1980-1989	20 (0.07%)
1990-1999	12 (0.04%)
2000-2009	6 (0.02%)



Spanish Colonial Style



Mission Revival Style



Bungalow Style



Ranch Style



Pueblo Revival Style



Moderne Style



Contemporary Style

Commercial development is limited to the Broadway corridor and the corner of Kino Parkway and Broadway Boulevard. Commercial destinations include fast food restaurants, a convenience mart, a large grocery store, a coffee shop and a number of professional offices. Non-residential buildings within the neighborhood include a Buddhist Temple and a large Red Cross facility.



Commercial Buildings along Broadway Boulevard

In addition to the Miles Exploratory Learning Center, a daycare facility and a small charter elementary school are located along Broadway Boulevard. Children in the Neighborhood can attend the Miles Exploratory Learning Center, if they are chosen through a lottery process. The usual schools of attendance for Miles Neighborhood children are Hughes Elementary, Mansfield Middle School and Tucson High School. Tucson Unified School District owns a recently upgraded athletic field complex at the southeastern edge of the Neighborhood. This facility, known as Cherry Fields, is generally used by the school district but is available to the public for certain purposes with a formal rental agreement.

The population of the Miles Neighborhood has remained relatively constant from 1980 to the year 2000. The number of residents with a high school degree has been stable as well at about 84% of the total population. The percentage of residents with a college degree has declined from about 35% in 1980 to approximately 26% in the year 2000. Household size has fluctuated very slightly from 2.33 to 2.35 persons per household from 1980 to 2000.

Miles Neighborhood Demographic Information				
	Year	1980	1990	2000
	Population	1,113	1,232	1,147
	Average Household Size (occupied units)	2.33	2.39	2.35
	Percentage with High School Degrees	84.1	84.1	84.2
	Percentage with College Degrees	35.0	35.1	26.4

MILES NEIGHBORHOOD ASSETS AND CHALLENGES

One of the greatest assets of the Miles Neighborhood is its central location. The University of Arizona, located about 1/2 mile north of the Neighborhood, is an employment, education and recreation destination. Broadway Boulevard and Campbell Avenue/Kino Parkway are major transportation corridors that provide public transportation and automobile access to destinations throughout the Tucson area.

The Miles Neighborhood was established in the 1920s, and many of its structures may be eligible for listing on the National Register of Historic Places. The age and character of the houses and the Neighborhood's sense of community are highly valued by residents.

As is the case with many centrally located, older Neighborhoods, the assets of location and age present can also present challenges. Several issues stand out:

- Over the past 20 years, the Miles Neighborhood has experienced, an increase in the number of rental and investment properties and a decrease in owner-occupied properties. With this shift comes concern over property maintenance and neighborhood stability.
- Architectural styles in the Miles Neighborhood are varied and represent many of the architectural periods in recent Tucson history. One challenge faced by the Neighborhood is the preservation and general upkeep and maintenance of the older housing stock.
- The majority of lots in the Miles Neighborhood contain single-family homes. The predominant zoning type, R-2, allows a second structure on any lot larger than 6,000 square feet and construction of a second structure is in evidence on several R-2 zoned lots. This development pattern may alter the character of the Neighborhood and add to problems such as additional traffic, parking, and noise.
- The Regional Transportation Authority's Broadway Corridor Road Widening Project will affect the Miles Neighborhood when construction begins around 2014. Direct impacts to the businesses and homes along the Broadway Boulevard and indirect impacts to the Neighborhood as a whole are anticipated. What is now seen as reasonably good pedestrian and bike connectivity to the University of Arizona may become problematic for children, the elderly and disabled if pedestrian and bike crossings are not well designed.
- Infrastructure for the comfort and safety of pedestrians in the Neighborhood is sporadic; sidewalks and wheelchair ramps are nonexistent in many parts of the Neighborhood. The Neighborhood has minimal street lighting within its boundaries. Recent upgrades such as the Highland Avenue improvements have been well received. Currently no dedicated funding sources are available for additional infrastructure improvements.
- The planned construction of the Arroyo Chico Detention Basins and Multi-Use Path is an anticipated enhancement to Neighborhood recreation opportunities. Construction impacts on adjacent properties and long-term maintenance of the paths and proposed park spaces are of concern to residents.
- An increase in through-traffic and over-parking near Cherry Fields during sporting events and near the Red Cross facility during the work week are seen as persistent problems.
- With increasing concerns about the urban heat island effect, global climate change and limited water resources, Neighborhood stakeholders have expressed an interest in developing a greener and more sustainable community. The limited tree canopy cover in the Miles Neighborhood does not currently provide adequate shade to pedestrians during the hot months and landscaping in the public areas and medians is sporadic.

MILES NEIGHBORHOOD FUTURE: VISION STATEMENT

The Miles Neighborhood will become an even more vibrant, healthy, and safe community. It will celebrate its historic roots, cultural diversity and multi-generational population. It will function as a family-friendly neighborhood with a stable mix of homeowners, renters and complementary businesses and institutions. The Neighborhood will strive to meet the needs of current and future residents.

Protection and Enhancement of Neighborhood Assets

The Miles Neighborhood will preserve and foster its historic character established by a rich mix of architectural styles. The neighborhood will retain its small neighborhood atmosphere by complementing historic preservation with compatible infill development.

Miles Neighborhood will support and promote businesses and institutions that serve neighborhood needs and will welcome new businesses and institutions that are compatible with the Neighborhood vision.

The Miles Neighborhood recognizes and values its strategic location in the core of the City and its easy access to the University of Arizona, downtown Tucson, and several major roadways. This access is not taken for granted, and the Neighborhood will participate proactively in projects that may affect these urban connections.

The Neighborhood will maintain existing and add new outdoor recreational areas and activities. The Neighborhood will continue its highly valued partnership with the Miles Exploratory Learning Center to support shared use of the Center's outdoor recreation areas.

The public and private realms within Miles Neighborhood will be well-maintained. Streets and walkways will be pedestrian friendly; traffic will be calmed; and parking limited to appropriate locations.

Continuation and Improvement of Collaborative Relationships and Community Involvement

Miles Neighborhood will build mutually beneficial, working relationships with entities that may affect the quality of the neighborhood and its assets. The Miles Neighborhood will continue its existing relationships and will develop new relationships with governmental agencies, schools, universities, business associations and other neighborhood associations whose activities affect the Miles Neighborhood.

The Miles Neighborhood will promote the involvement of all residents, businesses, and institutions in the life of their community. This involvement may be through the Neighborhood Association, through representation on citizen committees addressing projects affecting the Neighborhood directly or indirectly, through reaching out to assist each other and through organized community-wide activities. Crime awareness and deterrence will be enhanced; programs undertaken to support the elderly, and communications between landlords, tenants, business owners, and residents strengthened.

Response to Change

Neighbors envision a future in which the community successfully manages and negotiates impending forces of change and turns these challenges into improvements to the quality of life. Neighbors will educate themselves about steps that may be taken individually and together. The ultimate goal will be to contribute to the sustainability of the neighborhood for the current residents, as well as for the future generations of neighbors who live, work, and play in Miles.

PLAN IMPLEMENTATION

The Miles Neighborhood is currently under the guidance of the *Arroyo Chico Area Plan* which was adopted by the Tucson Mayor and Council in March of 1986 (Appendix D). It is the intent of this *Miles Neighborhood Plan* to further refine and update the content of the Area Plan with respect to the Miles Neighborhood. Where the two plans conflict, it is intended that the *Miles Neighborhood Plan* would supercede the 1986 *Arroyo Chico Area Plan*. In areas not discussed by this plan, the language of the *Arroyo Chico Area Plan* would prevail.

The policies and recommendations in the *Miles Neighborhood Plan* are implemented through rezonings, new zoning regulations adopted by ordinance, public works projects (including road, sewer, and other facilities improvements), and public real property acquisition. In the past, the rezoning process for the City of Tucson has been the Area and Neighborhood Plans. However, other applications of the *Miles Neighborhood Plan* are important and may increase its effectiveness. The following covers the major areas of application of the *Plan*.

1. Applications for rezoning are initially reviewed for compliance with both land use and design guidelines established by the *Miles Neighborhood Plan*. If the requested rezoning does not comply with land use policies or does not demonstrate mitigation of negative impacts through application of the design guidelines or other techniques, the need for an amendment to the *Miles Neighborhood Plan* is determined by the Planning Director before the rezoning process can be initiated. The Mayor and Council have provided direction for Area and Neighborhood Plans that limits amendments for two years after Plan adoption.
2. If the requested rezoning complies with Plan policies, the rezoning is processed through general agency review. As part of this evaluation, staff may recommend rezoning conditions that may modify the requested use or design of the project.
3. Plan policies are used to review development plans and subdivision plats related to rezoning requests. This review process is coordinated by the Community Design Review Committee.
4. Plan policies are used in evaluations of Flexible Lot Development (FLD) subdivisions.
5. Plan policies are used in staff review of requests to vacate City property.
6. Plan policies are used also as guidance in planning and design of Capital Improvement Projects. In some cases, the *Plan* may help guide the interaction between the Neighborhood and larger Capital Improvement Projects. In other cases, the *Plan* may provide direction for grant applications and other funding requests for neighborhood programs and projects.
7. Plan policies are used in formulation of City staff's position on variance requests from the City of Tucson Land Use Code.
8. Beyond its advisory role, the *Plan* is intended to function as a strategic plan for the Neighborhood. Many goals, policies and strategies listed herein are intended as a guide to assist in the implementation of neighborhood physical and organizational improvements.

GOAL #1: NEIGHBORHOOD PRESERVATION AND ENHANCEMENT

Preserve the Miles Neighborhood's unique character, landscapes and historically-significant buildings.

POLICY 1.1

Encourage consistent maintenance of public and private property.

Strategy 1.1.1 Encourage residents, local businesses and retail establishments to work together to ensure they are good neighbors to one another. In particular, educate commercial establishment owners and managers about the need to take responsibility for the impacts (e.g., scattered trash) of their clientele on the livability and appearance of the surrounding residential areas.

Strategy 1.1.2 Distribute appropriate information to residents and landlords regarding the most recent City of Tucson's *Neighborhood Preservation Ordinance*.*

Strategy 1.1.3 Develop strategies to improve compliance with the City of Tucson's *Neighborhood Preservation Ordinance* and encourage property owners to meet the minimum standards for the maintenance of all residential and nonresidential buildings and property.

Strategy 1.1.4 Work with the City of Tucson Housing and Community Development Department and the Ward V Council Office to ensure the enforcement of the *Neighborhood Preservation Ordinance*.

Strategy 1.1.5 Schedule and hold regular neighborhood cleanup days. Coordinate these events with the Ward V Council Office and the University of Arizona. Encourage University service groups and local businesses to assist in improving the Neighborhood.

Strategy 1.1.6 Provide volunteers to assist elderly and other residents who may need help maintaining their property including such activities as weeding and minor painting. Work with the University of Arizona, upper-level Miles Exploratory Learning Center students, and other organizations to assist elderly and other people with limited physical abilities to maintain their property. Explore participation from . Assemble a directory of organizations that can provide maintenance and repair to eligible households.



Example of a Neighborhood Improvement Project. Photo courtesy of the Drachman Institute.

*The *Neighborhood Preservation Ordinance* ensures the health and safety of Tucson's neighborhoods by requiring owners to maintain their property. This includes keeping a property clear of debris, weeds and junk vehicles plus affirming that their building(s) meet minimum maintenance codes. Copies are available via the City's web site at <http://www.tucsonaz.gov/hcd/d/Links/links.html> or contact Housing and Community Development Department, Code Enforcement Division at 791-5843.

POLICY 1.2

Protect the historic and residential character and diverse architectural styles of buildings in the Miles Neighborhood.

Strategy 1.2.1 Pursue feasibility of designating the Neighborhood as an historic district on the National Register of Historic Places.

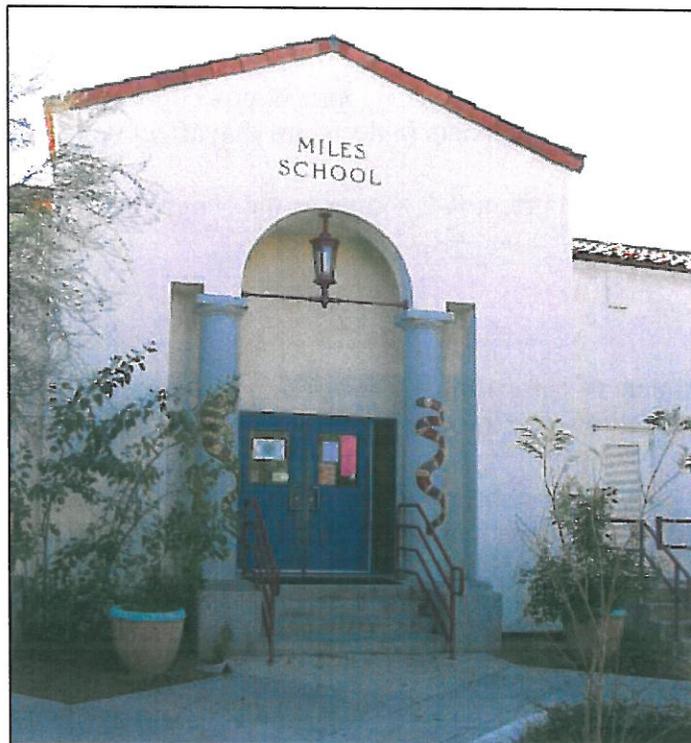
Strategy 1.2.2 Request an eligibility visit from the Arizona State Historic Preservation Office.

Strategy 1.2.3 Explore funding and assistance opportunities for historic research and designation. This may include approaching the University of Arizona for technical assistance and meeting with other neighborhoods who have pursued National Register of Historic Places listing.

Strategy 1.2.4 Pursue listing on the National Register of Historic Places for the Miles Exploratory Learning Center building and ensure that the Miles ELC is protected from the impact of the Broadway Corridor Improvement Project.

Strategy 1.2.5 Encourage maintenance and preservation of structures in the Neighborhood that are potentially eligible for National Register of Historic Places listing.

Strategy 1.2.6 Promote historically compatible infill development through design guidelines or other means.



*Front Entrance of the Miles
Exploratory Learning Center*

GOAL #2: COMPATIBLE DEVELOPMENT

Ensure that residential, commercial, and public development projects, both within the interior and along the perimeter of the Neighborhood, are compatible with the character of the Miles Neighborhood.

POLICY 2.1

Promote infill development which is consistent with the Neighborhood's character and vision. This vision includes:

- Neighborhood stability and maintenance of balance between owner-occupied and tenant occupied residences
- A mix of land uses that contributes to the traditional character of the Neighborhood
- Carefully designed transitions between land uses
- A safe, attractive and functional pedestrian environment
- Green and sustainable development (e.g. water harvesting, energy conservation, alternative energy sources, alternative modes of transportation)
- Maximum use of native and/or drought tolerant plant materials
- Full involvement of residents and stakeholders in Neighborhood decisions

Strategy 2.1.1 Work constructively with developers to ensure that infill development is of high quality and consistent with the Neighborhood's character and vision, as outlined above. Ensure that the Neighborhood Association is notified of proposed redevelopment or new development projects in a public and timely manner.

Strategy 2.1.2 Work with existing development procedures to ensure that neighbors have an opportunity to be active participants in decisions that affect development in the Neighborhood.

Strategy 2.1.3 Preserve current R-2 zoning as the Neighborhood Plan does not support up-zoning.

POLICY 2.2

Support the development of compatible businesses and institutions that serve the needs of the Miles Neighborhood and encourage the location of these along major arterial roads whenever possible.

Strategy 2.2.1 Ensure any redevelopment of current businesses or institutions in or adjacent to the Neighborhood is consistent with the Neighborhood character and current zoning.

Strategy 2.2.2 Encourage any new business or institutions moving into the Neighborhood to seek input from stakeholders at a neighborhood Association meeting.

Strategy 2.2.3 Encourage redevelopment of Red Cross property to residential use, if and when it vacates the site.

POLICY 2.3

Support roadway improvements that are consistent with the Miles Neighborhood's character and vision.

Strategy 2.3.1 For the Broadway corridor improvement project, work with public agencies to ensure that vehicle egress to commercial establishments is from Broadway Boulevard only.

Strategy 2.3.2 Request that large commercial centers are accessible to Neighborhood residents through clear, well-designed and well-lighted pedestrian access from the Neighborhood.



Commercial Center at the corner of Broadway and Kino

Strategy 2.3.3 Work with public agencies and developers to ensure that Neighborhood stakeholders contribute to decisions made about roadway improvement alignments, design and landscaping that impact the Neighborhood.

Strategy 2.3.4 Encourage the City of Tucson Department of Transportation to upgrade existing bus stops to ensure a comfortable, safe and clean passenger waiting environment.



Bus stop along the South Side of Broadway



Bus stop along the North Side of Broadway



The Red Cross Facility on Cherry Avenue

GOAL #3: NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS

Enhance the beauty, safety and environmental sustainability of the Miles Neighborhood and improve the quality of life for current and future Neighborhood residents by improving amenities, enhancing infrastructure, encouraging sound environmental practices and creating a safe, attractive, and pedestrian-oriented neighborhood.

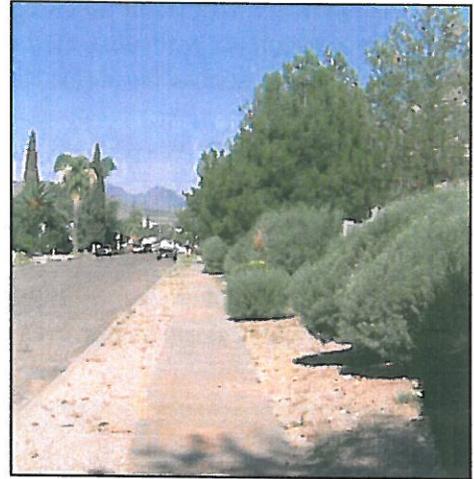
POLICY 3.1

Complete the network of Neighborhood infrastructure including all sidewalks, all handicap ramps, all bus stops, and all streetlights, and develop a plan for improving all alleyways.

Strategy 3.1.1 Enhance existing bus stops.

Strategy 3.1.2 Install dark sky-compliant, historically-compatible streetlights at intersections in the Neighborhood and along areas that are especially dark such as along Santa Rita Ave. and the edge of the Arroyo Chico multi-use detention basin.

Strategy 3.1.3 Explore improvements and alternative uses for the alleys including potential use for recreation, such as walking, biking, and dog walking. Target alleys will be identified in conjunction with the City of Tucson Environmental Services.



Sidewalk on 12th Street near Kino

Strategy 3.1.4 Construct sidewalks and wheelchair ramps along all streets within the Miles Neighborhood where they do not exist.

POLICY 3.2

Protect and improve the physical elements of the Miles Neighborhood such as public landscapes and streetscapes.

Strategy 3.2.1 Create a conceptual Neighborhood Landscape Plan which improves pedestrian and bicycle accessibility, circulation and comfort, and enhances landscaping and shade. (Appendix C)



New Miles Neighborhood Sign

Strategy 3.2.2 Improve amenities including parks, recreational and gathering spaces, gateways, public art and signage.

Strategy 3.2.3 Create neighborhood gateways through the installation of neighborhood signage, gateway monuments and public art on Highland Ave. at Broadway Blvd., on Highland Ave. at the Arroyo Chico Wash, on Cherry Ave. at Broadway Blvd., and on Miles St. at Kino Pkwy.

Strategy 3.2.4 Add shade trees to create neighborhood-scale greenways along the following routes:

- Both side of Santa Rita Ave. from Broadway Blvd. to 13th St.
- Both sides of Miles St. from Santa Rita Ave. to Kino Pkwy.
- Both sides of Cherry Ave. from Broadway Blvd. to the Arroyo Chico Wash
- Both sides of 13th St. from Cherry Ave. to Kino Pkwy
- Along the west side of Vine Ave. from Miles St. north to 12th St.
- Other areas as appropriate



Street Tree in Neighborhood



Low WaterUse Prickly Pear

Strategy 3.2.5 Use native and low water use plant materials whenever possible and use curb and gutter modifications and grading strategies to harvest rainwater for plant irrigation in public areas such as traffic circles, and medians.

Strategy 3.2.6 Explore the possibility of extending the City's reclaimed water system throughout the Neighborhood.

Strategy 3.2.7 Partner with local nonprofit organizations, such as the Watershed Management Group and Trees for Tucson, to develop joint Neighborhood improvement projects.

Strategy 3.2.8 Install dog waste bag stations and trash cans along Cherry Fields and the new Arroyo Chico multi-use detention basins project.

POLICY 3.3

Protect, maintain and expand outdoor recreational and open space, including parks, trails, and gathering spaces.

Strategy 3.3.1 Establish responsibility and request a long-term management and maintenance plan for the Arroyo Chico linear park.

Strategy 3.3.2 Propose amendments to the Arroyo Chico Wash improvement plan to include additional recreational areas such as pocket parks, playgrounds, and a dog park.

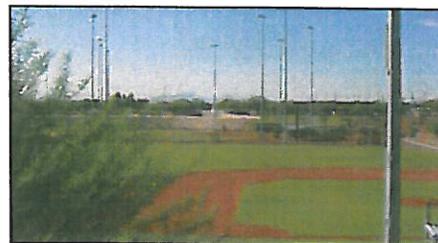
Strategy 3.3.3 Meet with representatives of the Tucson Unified School District to discuss improved neighborhood access to Cherry Fields and consistent access to the Miles ELC park.



Highland Avenue at the Arroyo Chico Wash



Public Use Play Area on the Miles ELC Property



TUSD's Cherry Fields

POLICY 3.4

Reduce cut-through traffic and traffic speed on Miles Neighborhood local streets and abate parking problems.

Strategy 3.4.1 Explore the use of traffic circles and other traffic calming measures at the following locations:

- Santa Rita Ave. and 12th St.
- Highland Ave. and Miles St.
- Cherry Ave. and 12th St.
- Cherry Ave. and Miles St.
- Cherry Ave. and 13th St.
- Martin Ave. and Miles St.



Planted Traffic Circle in Tucson

Strategy 3.4.2 Add speed humps or other traffic calming measures along 13th St. between Cherry Ave. and Warren Ave., between Warren Ave. and Martin Ave., and between Martin Ave. and Kino Ave.

Strategy 3.4.3 Address parking problems associated with Red Cross staff, over-parking at Cherry Fields and in the Cherry Ave. right-of-way through discussions with the Red Cross, Tucson Unified School District, and the City of Tucson.

POLICY 3.5

Pursue Miles Neighborhood sustainability practices that encourage environmental stewardship, conservation of resources and responsiveness to future changes in climate.



*Water Harvesting Feature
Courtesy of the Watershed
Management Group*

*Water Harvesting and Curb Cuts in Rincon
Heights Neighborhood*

Strategy 3.5.1 Working with the Neighborhood Association and/or an outside consultant, develop a neighborhood sustainability plan.

Strategy 3.5.2 Partner with local groups such as the Watershed Management Group, the City of Tucson Office of Conservation and Sustainable Development and others to develop green projects such as harvesting rainwater, planting additional vegetation to offset the heat island effects of pavement, and implementing energy efficiency measures.

Strategy 3.5.3 Work with local groups to hold workshops on sustainability practices for Neighborhood residents.



POLICY 3.6

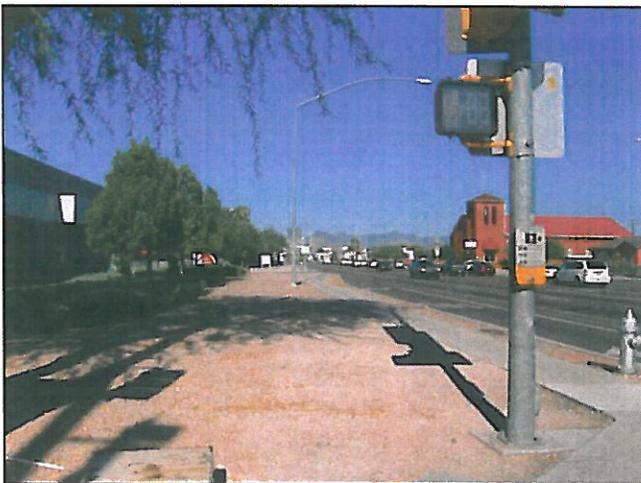
Maintain easy access and connectivity to the University of Arizona, downtown Tucson, surrounding neighborhoods and commercial centers, public transit and major roadways.

Strategy 3.6.1 To ensure pedestrian safety, install pedestrian crossing lights and an enhanced crosswalk at the corner of Miles Ave. and Kino Pkwy.

Strategy 3.6.2 Work with the owner(s) of the commercial property at the southwest corner of Broadway Blvd. and Kino Pkwy. to provide safe and comfortable pedestrian access 12th St. into the shopping area.

Strategy 3.6.3 Ensure that the Highland Ave. bike route is clearly signed and maintained free of gravel and ensure that this bike lane continues south through Barrio San Antonio to connect to the Barraza-Aviation Freeway.

Strategy 3.6.4 Designate bike routes along Santa Rita St. from Broadway Blvd. to 13th St., and along Cherry St. from Broadway Blvd. to the Arroyo Chico Wash; and continue bike route on Miles St. west of Highland Ave.



Traffic crossing signal at Broadway Boulevard and Kino Parkway

Bike Lane on Highland Avenue



GOAL #4: COMMUNITY DEVELOPMENT

Enhance the sense of community, identity and safety of the Miles Neighborhood, and maintain and promote interaction between Miles Neighborhood stakeholder groups and governmental, educational and civic organizations whose activities impact the Neighborhood.

POLICY 4.1

Support and involve the Miles Neighborhood residents in programs that improve their quality of life.

Strategy 4.1.1 Encourage active involvement by Neighborhood stakeholders, including residents, landlords, businesses and other organizations, in the governance and activities of the Neighborhood.

Strategy 4.1.2 Work with the Pima Council on Aging and other organizations such as the Ambassador Program to provide support and assistance to elderly and disabled Neighborhood residents.

Strategy 4.1.3 Discuss with the Tucson Unified School District the possibility of priority enrollment at the Miles Exploratory Learning Center for Neighborhood children.



Strategy 4.1.4 Work closely with the Barrio San Antonio Neighborhood Association on the completion of the joint Community Center and the creation of additional neighborhood gathering places.

Strategy 4.1.5 Working with the Neighborhood Association, local schools and non-profit organizations, undertake community involvement projects such as cultural heritage events, an oral history project and a neighborhood volunteer program.

Proposed Barrio San Antonio Community Center, which is being considered for joint use by the Miles Neighborhood. Image courtesy of the Drachman Institute at the University of Arizona.

POLICY 4.2

Support a plan for Neighborhood crime prevention.

Strategy 4.2.1 Develop a crime prevention plan in coordination with the Ward V Council Office and the City of Tucson Police Department.

Strategy 4.2.2 Expand the Neighborhood Watch Program for the Neighborhood.

POLICY 4.3

Build relationships with organizations that can affect the future and quality of life in the Miles Neighborhood, such as the Barrio San Antonio Neighborhood Association, the University of Arizona, the Tucson Unified School District, the City of Tucson and Pima County.

Strategy 4.3.1 Create a “Responsible Renting Program” and conduct outreach to local landlords to ensure responsible renting in the Miles Neighborhood.

Strategy 4.3.2 Ensure that the Miles Neighborhood has a representative on the University of Arizona Campus Community Relations Committee.

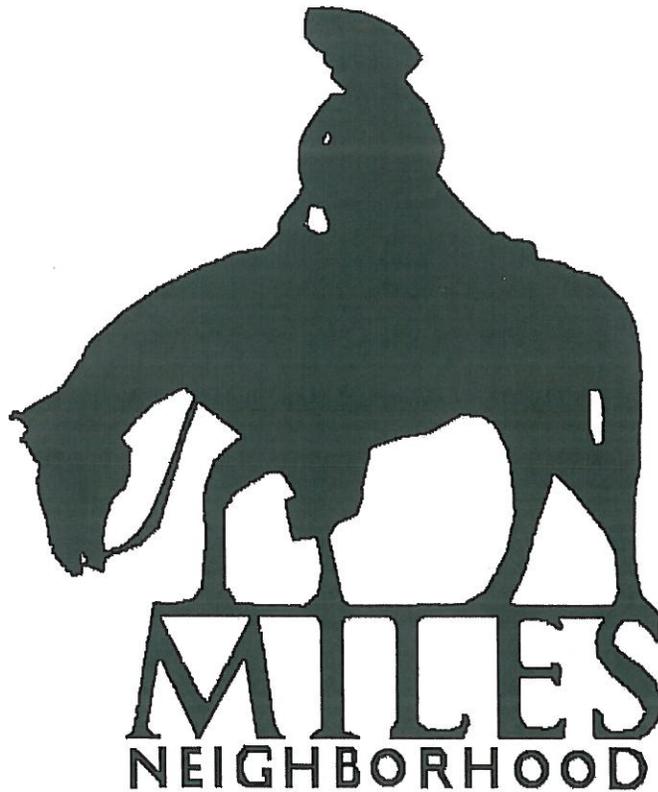
Strategy 4.3.3 Plan and participate in jointly sponsored events with surrounding neighborhoods such as the Barrio San Antonio and Rincon Heights.



Entry Monument for the University of Arizona Campus

Miles Neighborhood Plan

APPENDICES



Draft Plan
September 16, 2009

APPENDIX A

Miles Neighborhood Plan Development Process Summary

Miles Neighborhood Plan Development Process Summary

PLAN DEVELOPMENT COORDINATION

The development of the Miles Neighborhood Plan was coordinated by the Comprehensive Planning Division, Housing and Community Development Department, City of Tucson.

PLAN PROCESS

October 2008:	Kick-off meeting
November 2008:	Inventory of Neighborhood
January 2009:	Analysis of issues and values
February 2009:	Preparation of draft vision statement and plan concepts
March 2009:	Development of landscape plan concepts
April 2009:	Conceptual landscape design workshops held Creation of draft conceptual landscape plan
May 2009:	Final review of plan concepts
June - August 2009:	Preparation of draft plan
September 2009:	Presentation on Plan development and content at Planning Commission study session Presentation of draft plan at public meeting
October 2009:	Planning Commission public hearing
November 2009:	Mayor and City Council public hearing* [tentative based on Planning Commission decision and Mayor and Council schedule]

PUBLIC PARTICIPATION PROCESS

Members of the public were invited to participate in the development of the Miles Neighborhood Plan process in several ways. An initial mailing inviting people to a project kick-off meeting was sent in September 2008 to all residential property owners and renters, and business and commercial property owners and tenants in the Miles Neighborhood. Also at this time, Neighborhood stakeholders were invited to participate in a Miles Neighborhood Steering Committee by submitting an application. Eleven Steering Committee members were selected after a review of the applications by representatives of the City of Tucson Comprehensive Planning Division, the Ward V Council Office and the Miles Neighborhood Association.

The public was informed of public meetings in several ways:

1. A list of the first five meeting dates was sent out in the initial mailing and the meeting dates were announced at the first public meeting.
2. Neighborhood volunteers distributed door hangars (see sample next page) to all properties within the Neighborhood's boundaries approximately one week before the meeting.
3. A Media Release was sent to media outlets by the City of Tucson before each meeting.
4. A list of upcoming meetings was posted on the City of Tucson's Planning website: www.tucsonaz.gov/planning.

*This information will be updated to reflect Mayor and Council decision on adoption of Neighborhood Plan.

5. A mailing to all property owners and tenants was mailed approximately two weeks before the final public meeting on September 30, 2009.

The Steering Committee members met on a regular basis to direct the Neighborhood Plan process. A summary of the public and Steering Committee meeting dates follows.

PUBLIC AND STEERING COMMITTEE MEETINGS

	Public Meetings	Steering Committee Meetings
November 12, 2008	✓	
December 9, 2008		✓
January 14, 2009	✓	
January 20, 2009		✓
February 11, 2009	✓	
February 17, 2009		✓
March 11, 2009	✓	
March 17, 2009		✓
April 8, 2009 (Workshop)	✓	
April 11, 2000 (Workshop)	✓	
April 14, 2009		✓
May 13 , 2009	✓	
May 19, 2009		✓
August 18, 2009		✓
September 30, 2009	✓	

Example of door hangars used to publicize meetings

**MILES NEIGHBORHOOD
Landscape Plan Workshops**

Attend one:

Wednesday, April 8, 7:00-8:30 p.m.
at the Miles School Cafeteria
OR
Saturday, April 10, 9:30-11:00 a.m.
at Little Sprouts
1010 E. Broadway Blvd. (at Park)
(Children Invited!)

Please join us in this hands-on workshop to design the future of your neighborhood.

- Plants
- Traffic Calming
- Sidewalks
- Bike Paths
- Public Art
- Signage
- Parks
- Other?

For more information:
Contact Gina Chorover at 837-6946 or
Gina.Chorover@tucsonaz.gov
Visit our website at:
www.tucsonaz.gov/planning


**Department of
URBAN PLANNING
& DESIGN**

APPENDIX B

Miles Neighborhood Inventory and Analysis

Miles Neighborhood

Inventory and Analysis



Inventory and Analysis

What use is it?

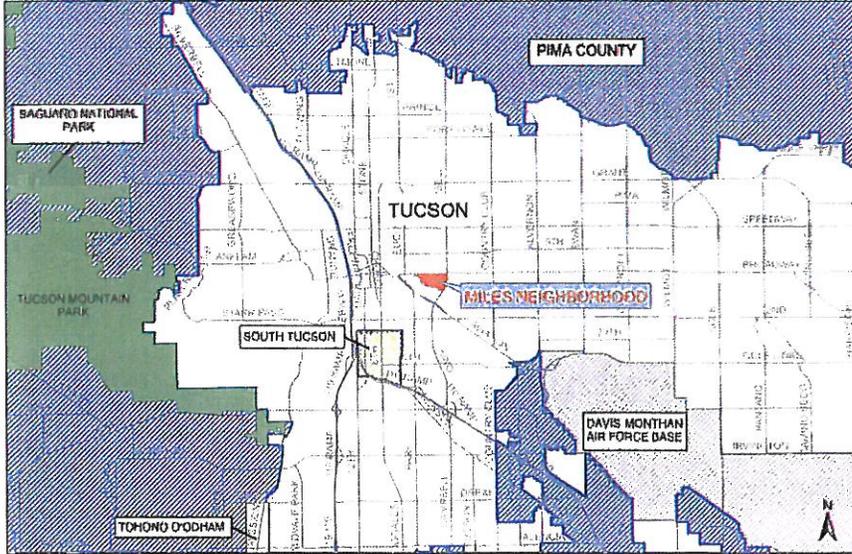
Presents a snapshot of your neighborhood at a particular time

Identifies assets and challenges

Develops foundation for creation of vision statement and subsequent goals, policies and strategies

Provides basis for future grant applications

Location, Location, Location



History of Miles Neighborhood

Walter E. Murphey, Sr, a transplant from Georgia in 1896, was assistant surveyor general of the territory of Arizona. He became major real estate developer.

Extraordinary Sale Announcement

Choice Tucson Property to be Sold at Reasonable Prices
To Enable You to Own Your Own Home

WE ARE SELLING BY LOTS IN University Heights

are exceptionally easy terms of 10% Cash, and 10% per Month per Lot.

UNIVERSITY HEIGHTS is one of the choicest locations in TUCSON, only an block from the SURVAY Park Avenue runs through the property, and Broadway Street extends the entire length of the tract on the North. Second blocks across the highway center the State University. The lots are being sold at such moderate prices and on such easy terms that you will not only be able to acquire property that will eventually bring you a handsome profit, or provide you with a home in Tucson's choicest residence section.

Every lot is watered, and you can inspect them at your leisure and when you have made your selection come to our office, 21 South First Avenue.

DO NOT DELAY you will never have another such opportunity.

Our telephone number is 61. Call us up and we will be glad to answer your questions or send one of our salesmen with Auto to show you this magnificent property.

W. E. MURPHEY, Owner
(Established 1896)

21 S. Stone Avenue
Tucson, Ariz. Phone 61

See Map of University Heights on Next Page

APPROXIMATE YEARS 1700/1800

BOUGHT DESERT, SAW CITY GROW

Walter E. Murphey, Assistant
Surveyor General of Tucson
Was Small Town

Walter E. Murphey, city builder
of Tucson, is the present owner of a
tract and thereby qualified to per-
form a valuable service for the city
by the recent acquisition of
the former Scripps acquisition
of Tucson real estate. Having had the
privilege to make the tract, he is
able to make a most valuable
contribution to the city's growth.

Accompanying him as he had
previously been an aiding
hand in the purchase of ac-
quiring real estate—providing the
building with the right in-
terests. Through his efforts
many days of his acquisition,
service of the city and
there was plenty of real estate
available to those "new comers"
desiring to live in the beautiful

Realty Veteran



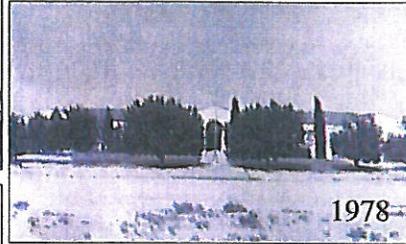
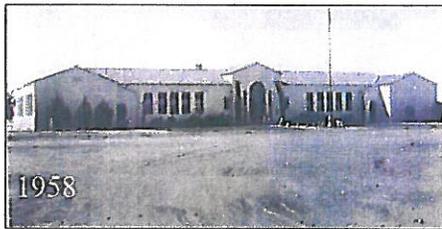
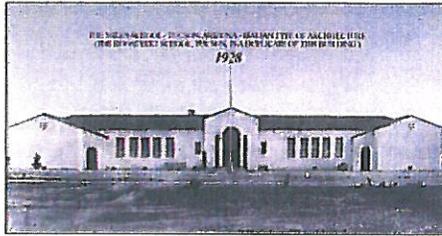
Images and information courtesy of: "Tucson's Miles—San Antonio Neighborhoods: an Inner City Study," University of Arizona, College of Architecture, January 1984. Supervising faculty member was Corky Poster.

The Miles School

Designed by Lyman and Place, Architects, the first phase of the Miles School was constructed between 1921 and 1925.

Two rooms were added in 1928 and two additional rooms added in 1930-31.

The school took its present form in 1949.



Early Development of Miles Neighborhood

The first street developed was Broadway.

1926 - 8 listings on Broadway

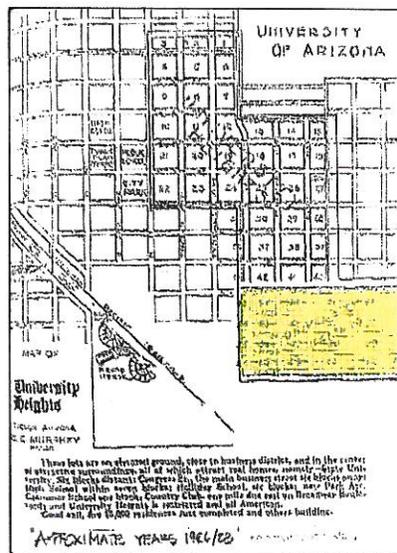
1927 - 1 listing on S. Fremont Ave.

1928 - 3 listings on Fremont & 2 listings on 13th St.

1929 - 3 listings on 12th St.

1930's Development occurred along these streets.

1940's Additional development boom.



Miles Neighborhood History

The 1984 U of A Architecture Students' Study captured these memories from local residents about the Neighborhood:

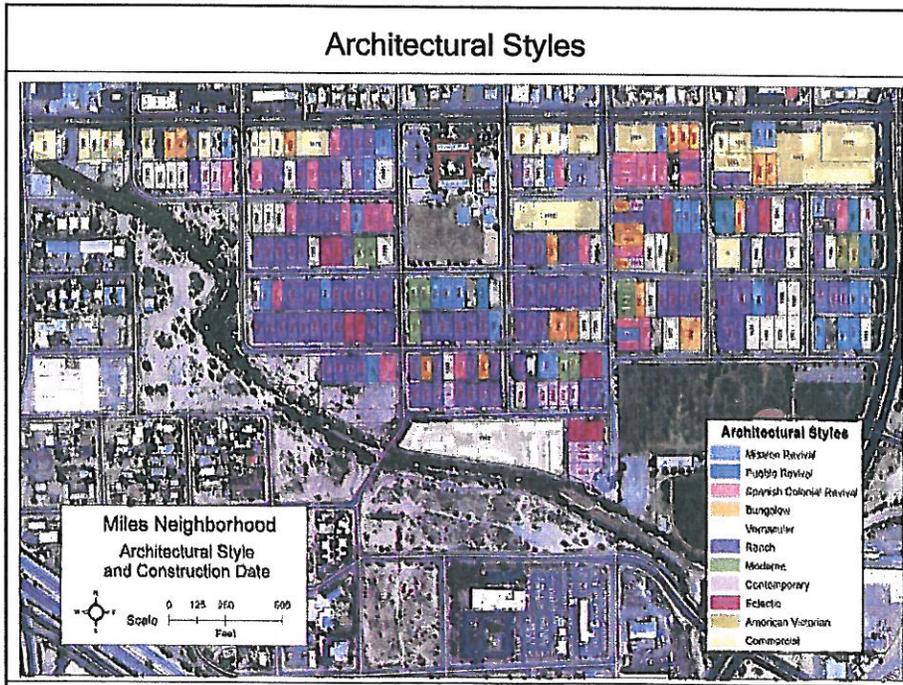
- Local streets were not paved until the 1950s.
- Miles Street was used as a drainageway to the Arroyo Chico during the monsoons.
- Residents used to have regular block parties, which included meals, dancing, music and games. The event was very well organized.
- One resident remembers going out to the Arroyo Chico, which was all desert, and shooting off his rifle without fear of hitting anyone or any houses.
- More memories??? Please share in discussion after the presentation.

Housing, Architecture, Property Types and Zoning

Neighborhood Architecture

<u>Architectural Style:</u>	<u>Dates</u>	<u>Frequency</u>
Mission Revival	1900-1930	26
Spanish Colonial Revival	1926-1933	26
Pueblo Revival	1928-1953	5
Moderne	1930s	10
Bungalow	1910-1930	20
Ranch	1945-1970s	102
Vernacular	any time period	32
Contemporary	1950's - present	13
Eclectic	after 1933	8
American Victorian	1900-1930	3
Commercial Building	any time period	22

Architectural Styles



Architectural Style: Mission Revival (1900-1930)



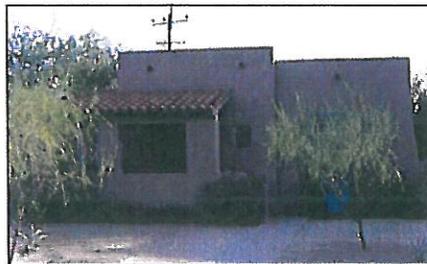
Characteristics:

- building set back and symmetrical in plan
- dominant curved parapet-gable or curvilinear outline
- clay-tiled roofs of low pitch, hipped or stopped at ends of shaped gables
- extensive use of arches, semicircular and free of moldings
- smooth, stucco walls
- open porches or porticos with square or rectangular piers

Architectural Style: Spanish Colonial Revival

Characteristics:

- rich stylistic details
- low-pitched roof
- little or no eave overhang
- red-tiled roof
- prominent arch over door or window or porch
- stucco exterior walls
- usually asymmetrical façade



Architectural Style: Pueblo Revival

Characteristics:

- flat roof with parapeted wall
- irregular/rounded
- edges to walls
- stucco surface
- often vigas extending through walls to the exterior



Architectural Style: Bungalow



Characteristics:

- low-pitched, gabled roof
- wide overhang of eaves
- exposed rafters under eaves
- decorative brackets
- incised porch (beneath main roof)
- tapered or square columns supporting roof or porch
- 4-over-1 or 6-over-1 sash windows
- hand-crafted stone or woodwork, often mixed materials throughout structure

Architectural Style: Moderne



Characteristics:

- smooth wall surfaces, often stucco
- flat roof with small ledge at roofline
- horizontal grooves or lines in walls
- asymmetrical façade
- casement/corner windows or other horizontally arranged windows
- glass-block windows, often curved
- emphasis on the *horizontal*

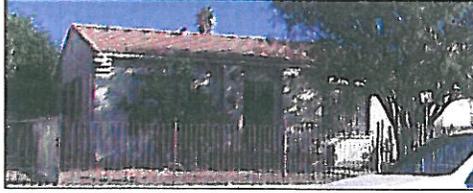
Characteristics:

- single story
- expansive front yard
- low pitched gabled roof
- deep-set eaves
- horizontal, rambling layout
- large windows, especially "picture" windows
- sliding glass doors leading out to patio
- simple floor plans
- built from natural materials: Oak floors, wood or brick exterior
- lack decorative detailing, aside from decorative shutters

Architectural Styles: Ranch



Architectural Style: Vernacular



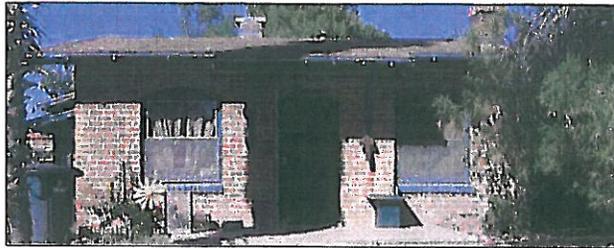
- Uses locally available resources to address local needs
- Evolves over time to reflect the environmental and historical context in which it exists



Architectural Style: Eclectic

Borrows variety of styles from different sources and combines them

Architectural Style: American Victorian



Characteristics:

- porches with spindlework detailing, L-shaped or gable-front plan
- cornice brackets
- simpler details and basic, asymmetrical floor plans
- often have arches above narrow windows

Architectural Style: Contemporary Residential



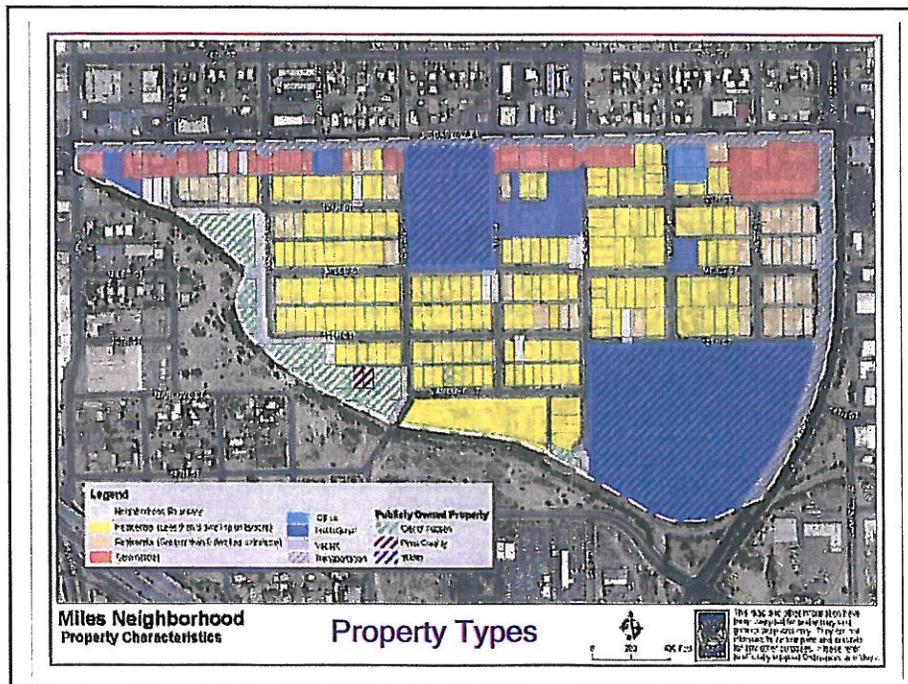
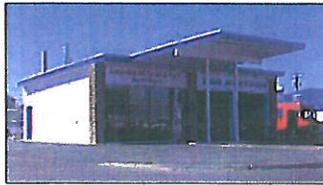
Since 1970s, America re-awakened to historical styles and revived various simplified stylistic elements of the past

By the 1980s and 90s, houses got bigger and more elaborate in newer suburbs, often with more room for cars



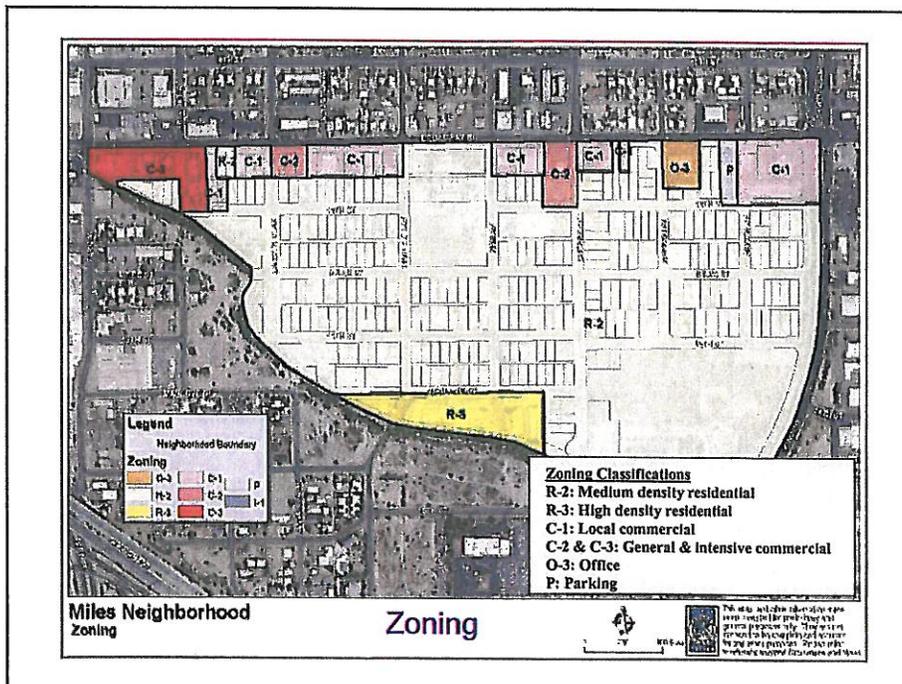
Commercial Buildings

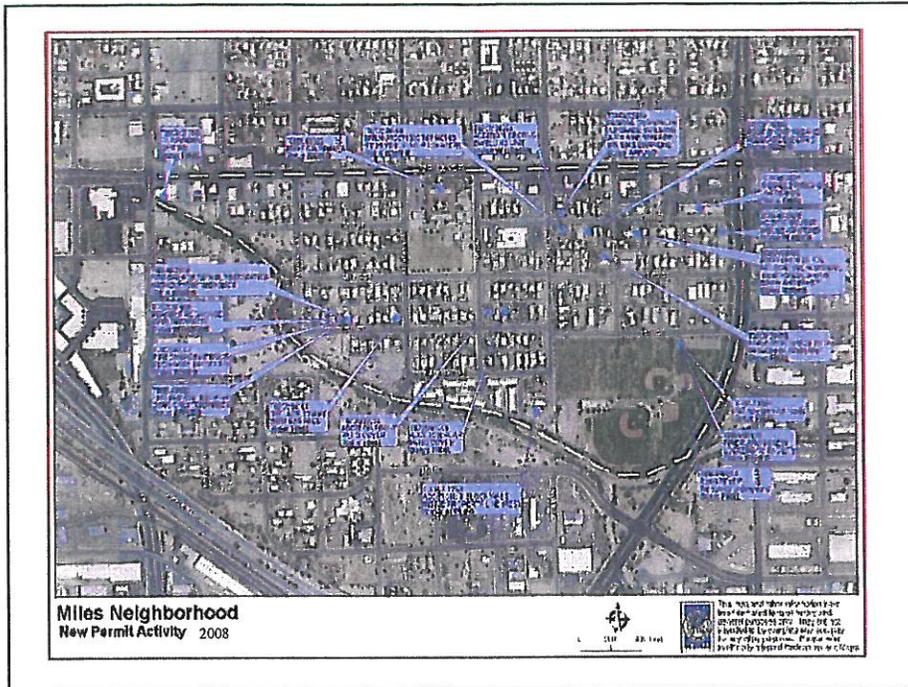
Unending variety of forms and sleek, asymmetrical designs for commercial buildings with references to both past and future



Number of Owner -Occupied and Rental Properties

Year	Owner Occupied	Renter Occupied	% Owner Occupied
1980	195	282	40.9
1990	173	323	34.9
2000	172	349	33.0





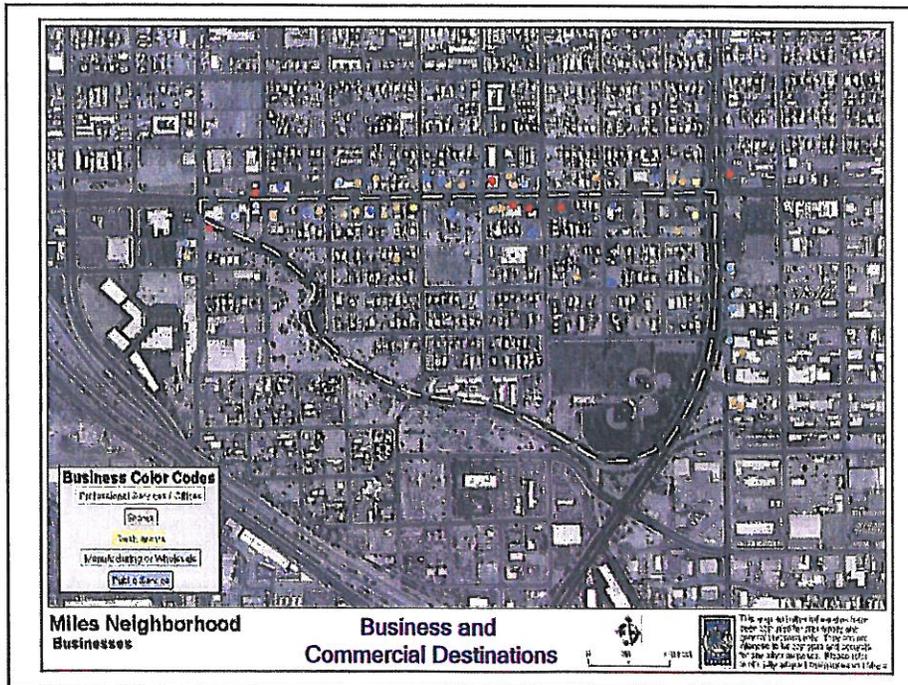
Neighborhood Improvements

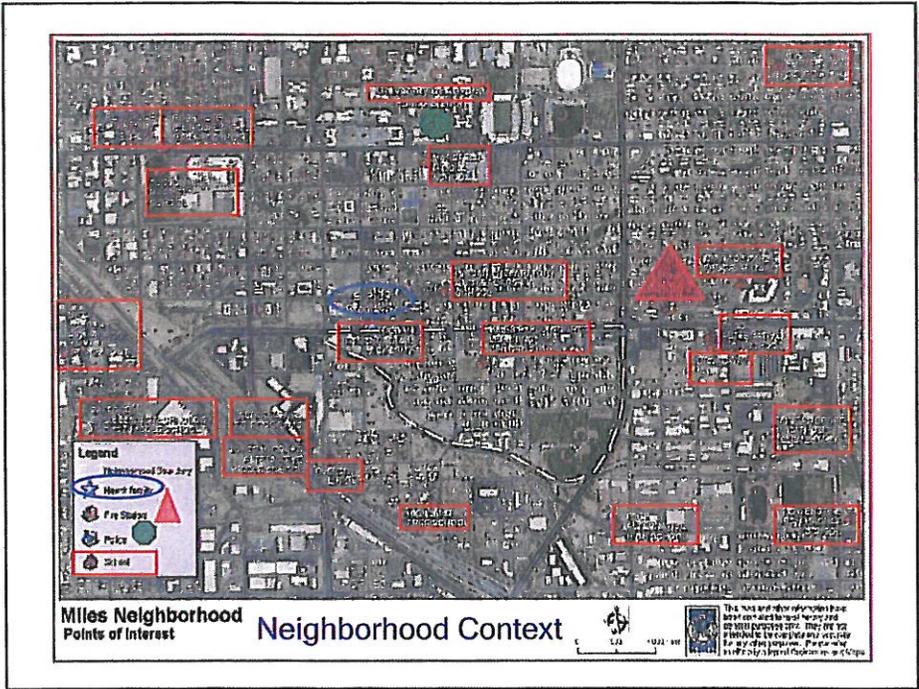
Back-to-Basics Grants from Ward 5

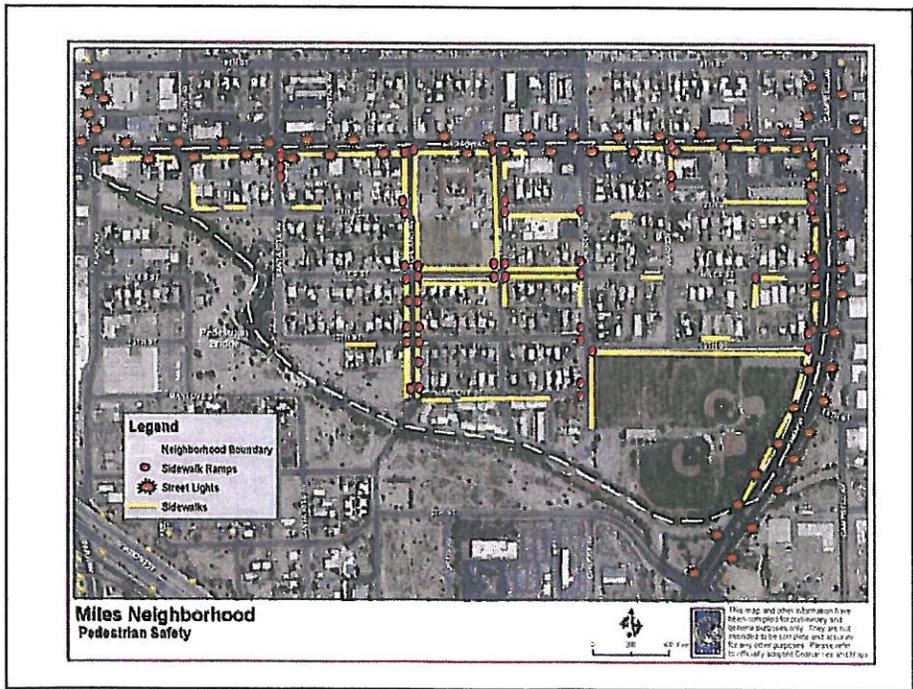
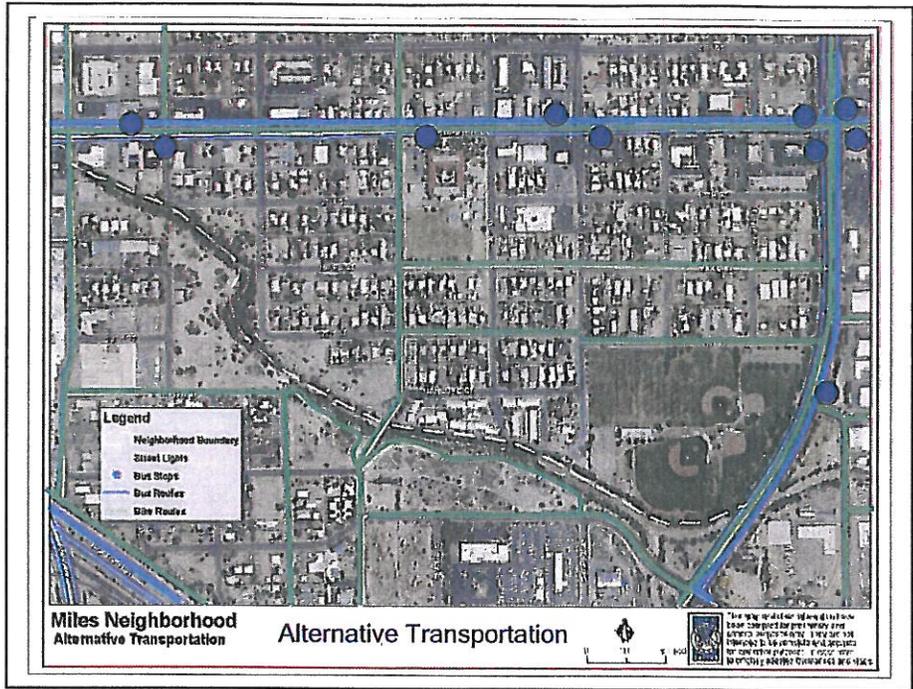
- FY2008 - Miles School Park - \$100,000
- FY2008 - Miles Traffic Mitigation - \$17,493
- FY2007 - Miles Sidewalk - \$13,500
- FY2005 - Miles School Park - \$26,391

\$500,000 Pima County Neighborhood Reinvestment Grant (for school park improvements) in FY 2007

Destinations and Infrastructure



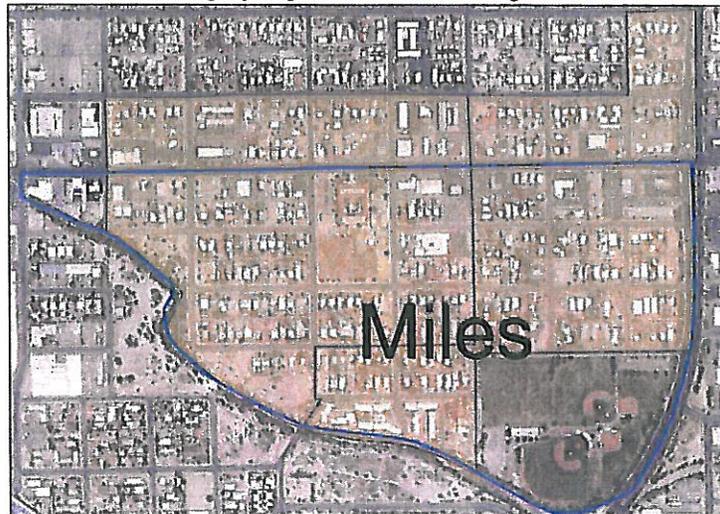




Demographic Information

U.S. Census Block Group Data

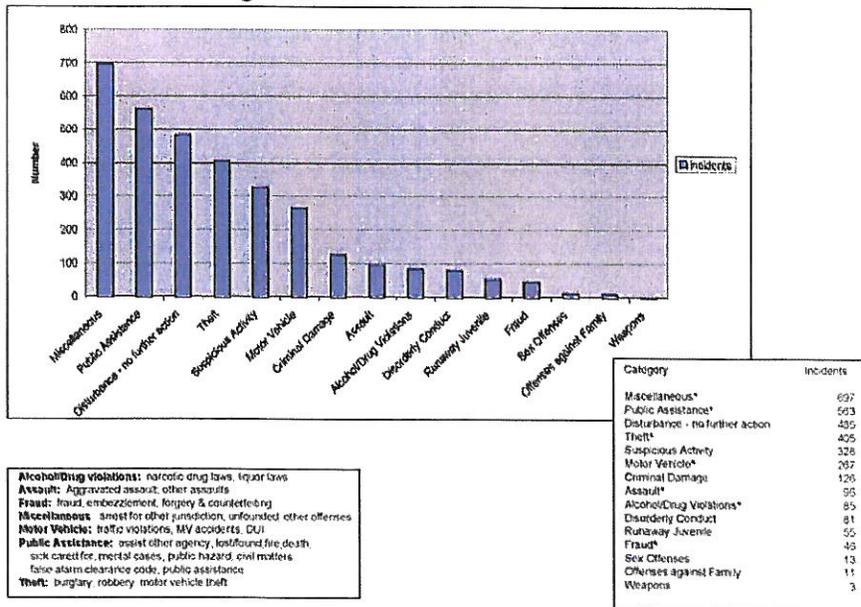
Census data was compiled from this geographic area,
which is slightly larger than the Miles Neighborhood



Demographic Information

	1980	1990	2000
Total Population	1,110	1,232	1,147
Educational Attainment (# age 25 +):	648	717	606
Less than H.S. graduate	103	114	96
High School graduate	133	147	146
Some college / assoc. degree	185	205	204
Baccalaureate degree	141	156	59
Advanced or professional degree	86	95	101
Percent high school graduate or higher	84.1%	84.1%	84.2%
Percent bachelor's degree or higher	35.0%	38.1%	26.4%
Income:			
Median household income	\$13,954	\$18,588	\$28,031
Median family income	16,227	22,891	28,422
Per capita income	7,317	10,167	14,660
Total Housing Units:	512	550	623 (100%)
Single family detached	266	264	262 (63.9%)
Single family attached	27	29	41 (7.8%)
Duplex	40	46	56 (10.7%)
3 to 4 units	45	51	9 (1.7%)
5 to 9 units	11	12	40 (7.6%)
10 to 19 units	12	13	13 (2.5%)
20 to 49 units	115	129	50 (9.6%)
50 or more units	0	0	23 (4.4%)
Mobile home	0	0	9 (1.7%)
Other	6	6	
Average Household Size (occupied units)	2.33	2.39	2.36
Median Value of Owner-Occupied	\$47,300	\$56,000	\$80,500
Median Gross Rent of Renter-Occupied Units	\$255	\$407	\$450

Miles Neighborhood Crime Statistics: 2003-2008



Green Infrastructure

Green Infrastructure

Common Street* Trees



Acacia (shoestring,
whitethorn)
*acacia stenophylla**,
acacia constricta



Desert Willow
chilopsis linearis



Citrus Trees
(orange)
citrus sinensis



Texas Olive
cordia boissieri



Mondel Pine
pinus eldarica



Fan Palm
Washingtonia filifera



Mesquite
prosopis velutina

Green Infrastructure

Common Street Trees

Eucalyptus species
eucalyptus
*polyanthemos**



Olive
olea europaea



Mexican Palo Verde
parkinsonia aculeata



African sumac
rhus lancea



Green Infrastructure

Common Shrubs, Vines & Ground Covers



Red Bird of Paradise
caesalpinia pulcherrima



Hop Bush
dodonaea viscosa



Cat's Claw Vine
macfadyena unguis-cati



Trailing Indigo Bush
dalea greggii

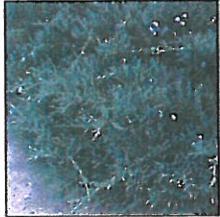


Oleander
nerium oleander

Green Infrastructure

Common Shrubs, Vines & Ground Covers

Juniper
juniperus species



Lantana
lantana species



Pyracantha
pyracantha species



Rose Bush
rosa species



Feather Senna
senna artemisioides



Common Accent Plants and Cacti

African aloe
aloe saponaria



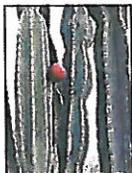
Indian Fig
opuntia ficus-indica



Red Yucca
hesperaloe parviflora



Cereus
cereus peruvianus



Agave species
agave sp.

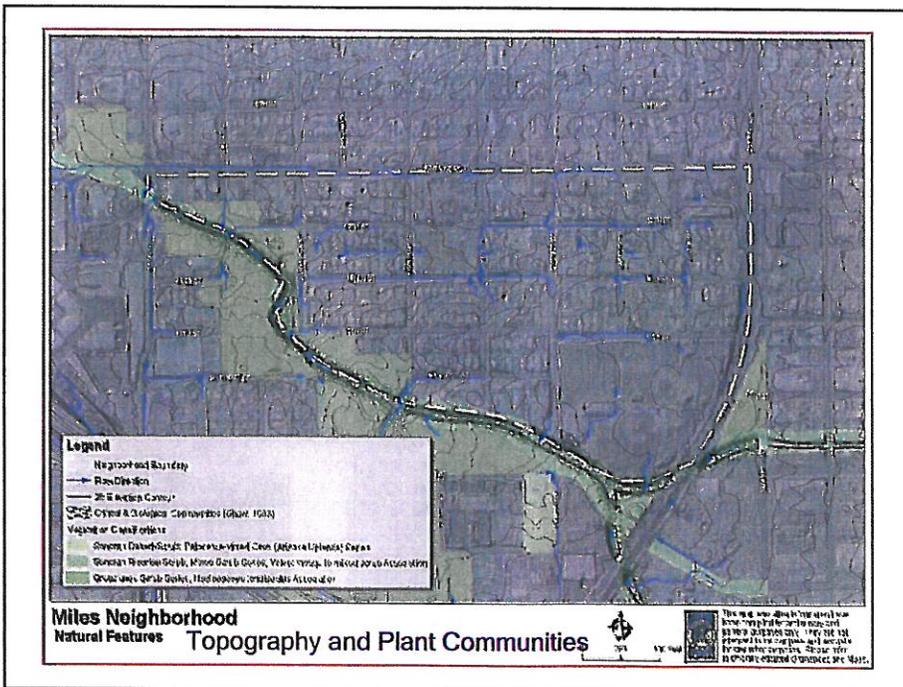
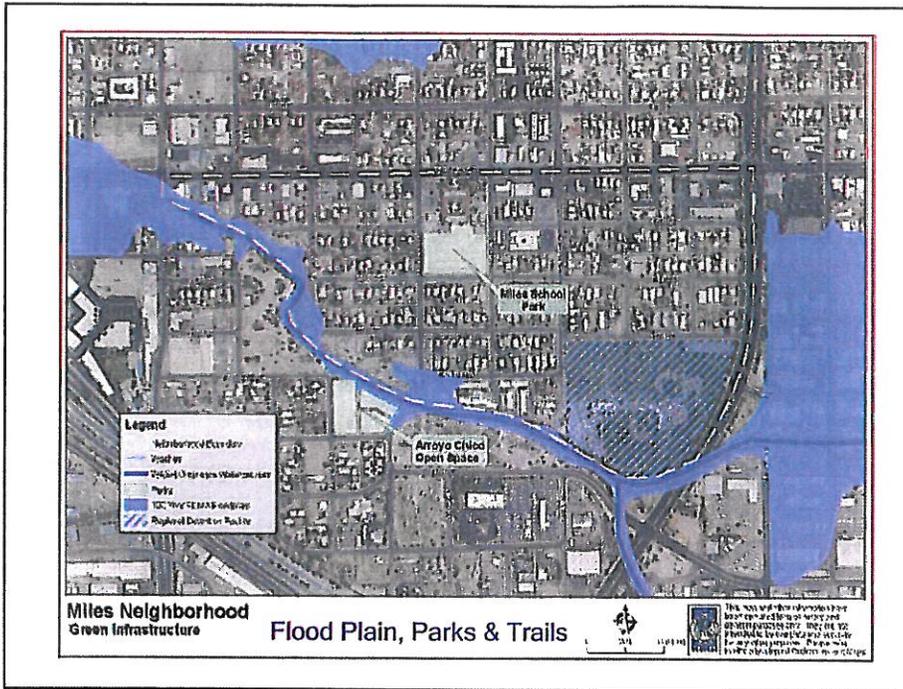


Ocotillo
ferocactus wislizenii



Prickly Pear Cactus
opuntia engelmannii





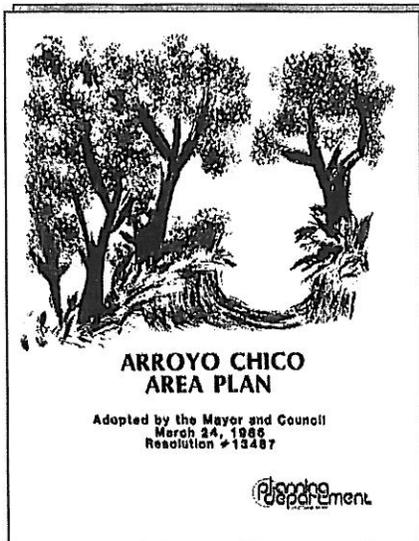
Other Plans Which Affect Miles Neighborhood

Arroyo Chico Area Plan (1986)

Arroyo Chico Recreation Plan / Detention Basins

RTA Broadway Corridor Project

Arroyo Chico Area Plan, 1986



Plan Goals

"The purpose of the *Arroyo Chico Plan* is to guide future development while protecting and enhancing existing neighborhoods. The general goals of the plan are to:

1. Promote the preservation and maintenance of linear open space along Arroyo Chico as a natural unifying feature of the area.
2. Encourage a compatible mix of residential, industrial, and business uses in the plan area, while protecting the integrity of existing neighborhoods.
3. Protect neighborhoods from truck traffic and roadway improvements, while allowing industrial and business access to key transportation routes."

Available on our website: <http://www.ci.tucson.az.us/planning/plans/area/ac1.pdf>

Arroyo Chico Area Plan, 1986

Miles Area Sub-Goal:

Preserve the character and integrity of the Miles and San Antonio Neighborhoods.

Policy 1.

Protect the Miles and San Antonio Neighborhoods from negative impacts of transportation improvements.

Policy 2.

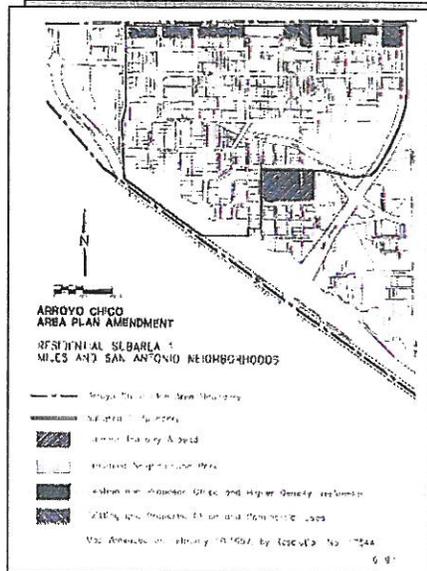
Encourage development along Broadway which is compatible with surrounding residential uses. (See Also Commercial Policies.)

Policy 3.

Support public uses in the Miles and San Antonio Neighborhoods which serve neighborhood needs.

Policy 4.

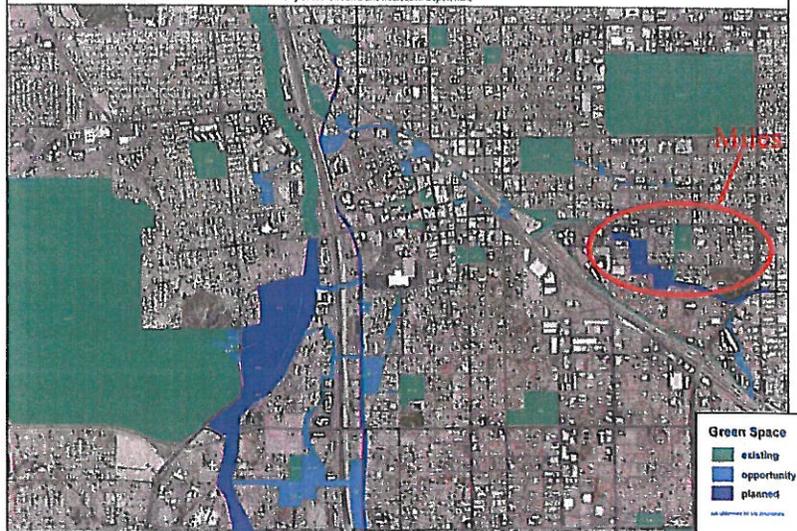
Encourage residential infill development in order to augment the residential component of the area.

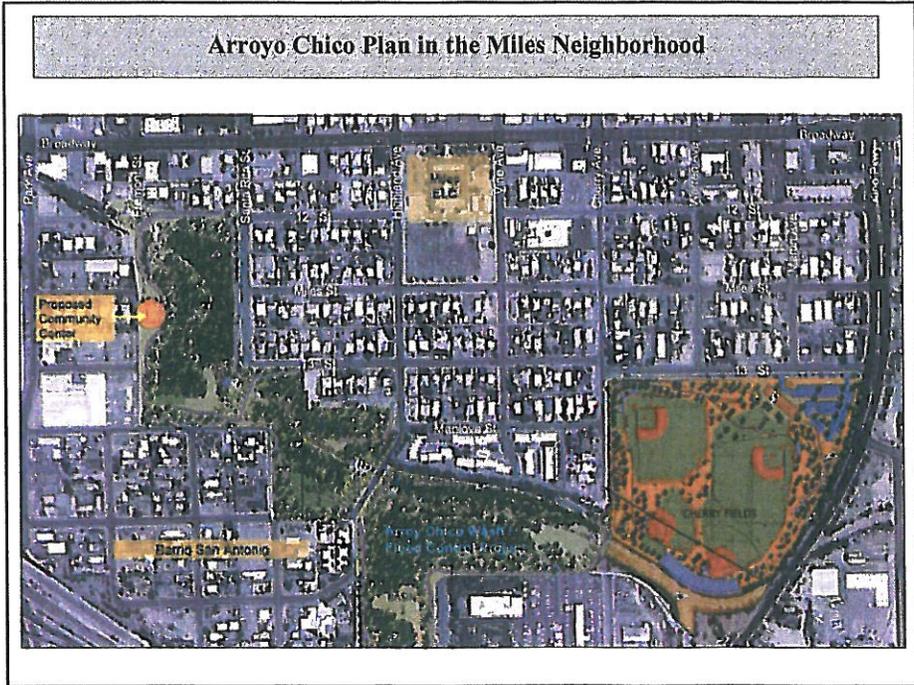
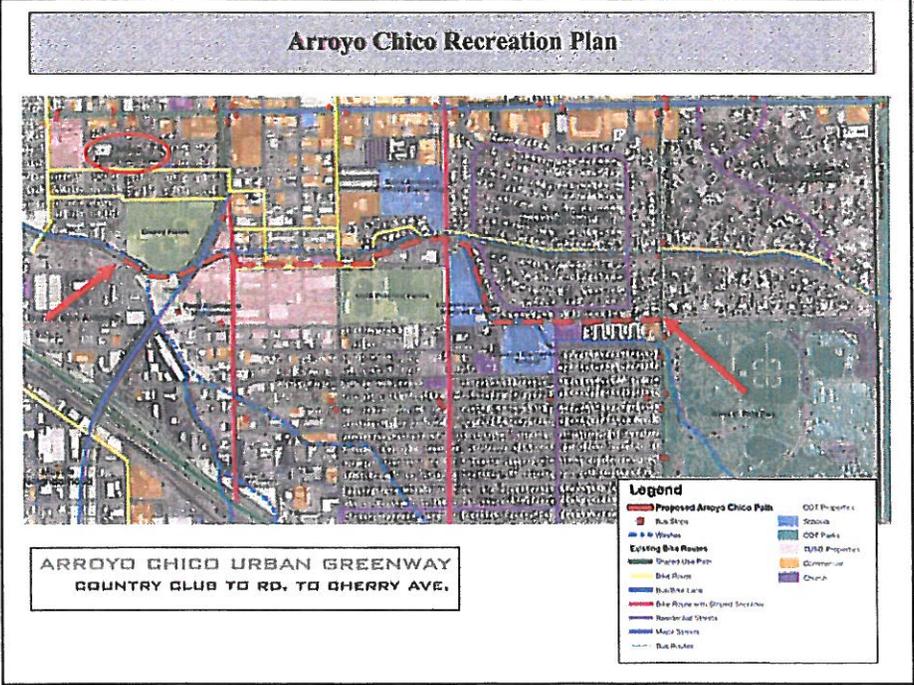


Arroyo Chico Recreation Plan

Downtown Green Infrastructure Plan: Existing, Planned and Opportunities for Green Space

City of Tucson Parks and Recreation Department





RTA Broadway Corridor Project

Project: Regional Transportation Plan (RTA) voter approved project to widen Broadway Blvd. between Euclid Ave. and Country Club Rd. to 8-lane, divided roadway with 2 transit dedicated lanes and bike lanes.

● **Funding:** Approx. \$42 million from RTA revenues and \$29 million from Pima County Bond Funds.

● **Consultant Team:** HDR, Inc. selected as Consultant for planning and design of this project. Contract is being finalized now.

● **Current Project Activities:**
Earlier Broadway Corridor Study (1987) recommended northern alignment for widening. Consultant will evaluate this recommendation to determine potential impact on now historic structures; will also conduct existing conditions analysis.

Upcoming Activities: The following activities are anticipated to begin in late 2009 or early 2010:

- Consideration of alternative roadway alignments
- Formation of Citizens Task Force to review alignments alternative
- Selection of roadway alignment by Mayor and Council
- Extensive public outreach to businesses, neighborhoods, and other stakeholders

APPENDIX C

Conceptual Landscape Plan for the Miles Neighborhood

Miles Neighborhood Conceptual Landscape Plan Workshops
 Held Wednesday, April 8 & Saturday, April 11, 2009
 Summary of Written Comments

Participants in the Workshops were asked to contribute their ideas for Neighborhood Improvements. The following is a list of the comments recorded on the flipchart paper.

Sidewalks and curbs		4
Traffic circles - Planted		4
Lighting At all intersections		3
Trees		3
Bridge		2
Chicanes - with water harvesting		2
Gathering place: School / at Arroyo Chico West of Arroyo Chico		2
Public art - on Highland		2
Arroyo Chico trails		1
Cherry improvements (lighting/shading)		1
Cross Broadway (over or under) at either Santa Rita, Highland or Cherry		1
Crosswalks		1
Dog park		1
Drainage problems: inverted crow street b/w Cherry & Santa Rita on Miles		1
Eliminate or manage parking in parkways		1
Gateways		1
Graffiti removal		1
Landscape plan		1
Low water use plants		1
Parking		1
Reclaimed water		1
Repair potholes on Miles St. (b/w Highland and Santa Rita)		1
Speed bumps		1
Stop signs - 13 th @ Highland		1

Stray shopping cart removal		1
Street pavements		1
Trench and curbing removal (A.C.)		1
Weed control on public property (Westside of Santa Rita b/w 12 th & 13 th)		1
Yard maintenance		1

Summary of Comments Marked on Maps

Residents were asked to indicate suggested improvements on a map of the Neighborhood.

Street Lighting (include in crime prevention and amenities strategies)

Recommended locations for streetlighting:

Fremont and 12th

- 12th @ Martin, Warren, Cherry, Vine, Santa Rita
- Miles @ Martin, Warren, Cherry, Vine, Santa Rita
- 13th @ Cherry, Vine, Highland, b/w Highland and Santa Rita, and at corner of Santa Rita
- Manlove @ Cherry, @ Vine, @ Highland
Along Santa Rita and the AC parkway; and near northernmost alley
- Dark corner at 13th and Vine

Alleys (Create green alleys)

- Explore alternative uses for alleys; create space for active people to do things; possibly dog runs.
- Alternate use alley - Alley south of Miles, North of 13th St., between Santa Rita and Cherry.
- Homeless in alley b/w Highland and Santa Rita, south of Broadway and north of 12th St
- Alley b/w 13th and Manlove is trashy

Sidewalks (add sidewalks to all streets where sidewalks do not currently exist).

- Heaviest pedestrian use is along Highland at Broadway.
- Need sidewalks @ Cherry Ave b/w Broadway and 13th and 13th St, b/w Cherry and Highland
- Entire neighborhood, where they don't already exist

Traffic:

- Slow traffic at Kino and 13th and Kino and Miles
- Traffic circle locations:
 - Cherry @ 13th
 - Cherry @ 12th
 - Vine @ Miles
 - Miles @ Martin
 - Miles @ Warren
 - Miles @ Cherry
 - Miles @ Highland

- Highland @ 13th
- Manlove @ Highland and @ Vine
- Traffic bumps on 13th b/w Cherry & Warren, and b/w Martin and Warren; also along 12th St b/w Cherry & Warren and b/w Martina and Warren
- Stop light at the corner of Cherry and Broadway

Shade Trees:

- Along Miles between Kino and Cherry
- Along 13th Street, between Kino and Cherry
- Along Cherry from Broadway to the AC Wash
- The entire length of Santa Rita
- The corner of Miles and Warren
- In front of Manlove Apts
- Along Vine between 13th and next to Miles School park
- Along 13th near Santa Rita (empty lot)
- Along Santa Rita from Broadway to 13th
- The corner of 13th and Warren and north on Warren from 13th
- On Miles, along southside of school property, between fence and the curb and between street and curb - create rainwater harvesting basins

Cherry Fields Issues:

- Dog waste issues around perimeter
- Trash receptacles
- Benches
- Overflow parking is a problem; on empty lot - can this be used for open space?
- Need trees along outside perimeter (previous trees were removed)

Connections:

- Would like to connect from 12th St. to the shopping center on Broadway & Kino (where Carl Jr's is)
- Need better bike access along Cherry
- Bridges: crossing Kino at Miles; and crossing Broadway at Highland
- Well-marked cross walk and flashing pedestrian light at Miles across Kino

Pedestrian / bike pathways:

- Make Broadway more bike/ped friendly; need more trees and good walkways.
- Along Cherry from Broadway to the connection with the AC path
- Along Santa Rita from Broadway to 13th St, where it would connect w/AC path
- Along 13th b/w Santa Rita and Highland

- Along Miles b/w Santa Rita and Highland
- Mark existing bike paths

Gateways (local public art at all gateway monuments):

- Kino @ 13th - need calming and signage/identity
- Kino @ Miles - need calming and signage / identity
- Cherry @ Broadway
- Highland @ Broadway (public art)
- Broadway @ Vine (public art)
- Put medians/entry signs/public art on Miles @ Kino, Cherry @ Broadway and Highland at the Arroyo Chico Wash
- Entry sign on Santa Rita at Broadway

Drainage Issues:

- Flooding issues along Miles, at the end near Santa Rita / fix street
- Water pools at the NE corner of Cherry and 13th
- In the alley between 12th and Miles, b/w Martin and Kino

Bus Stops

- Improve/ ensure they are covered and in good repair.

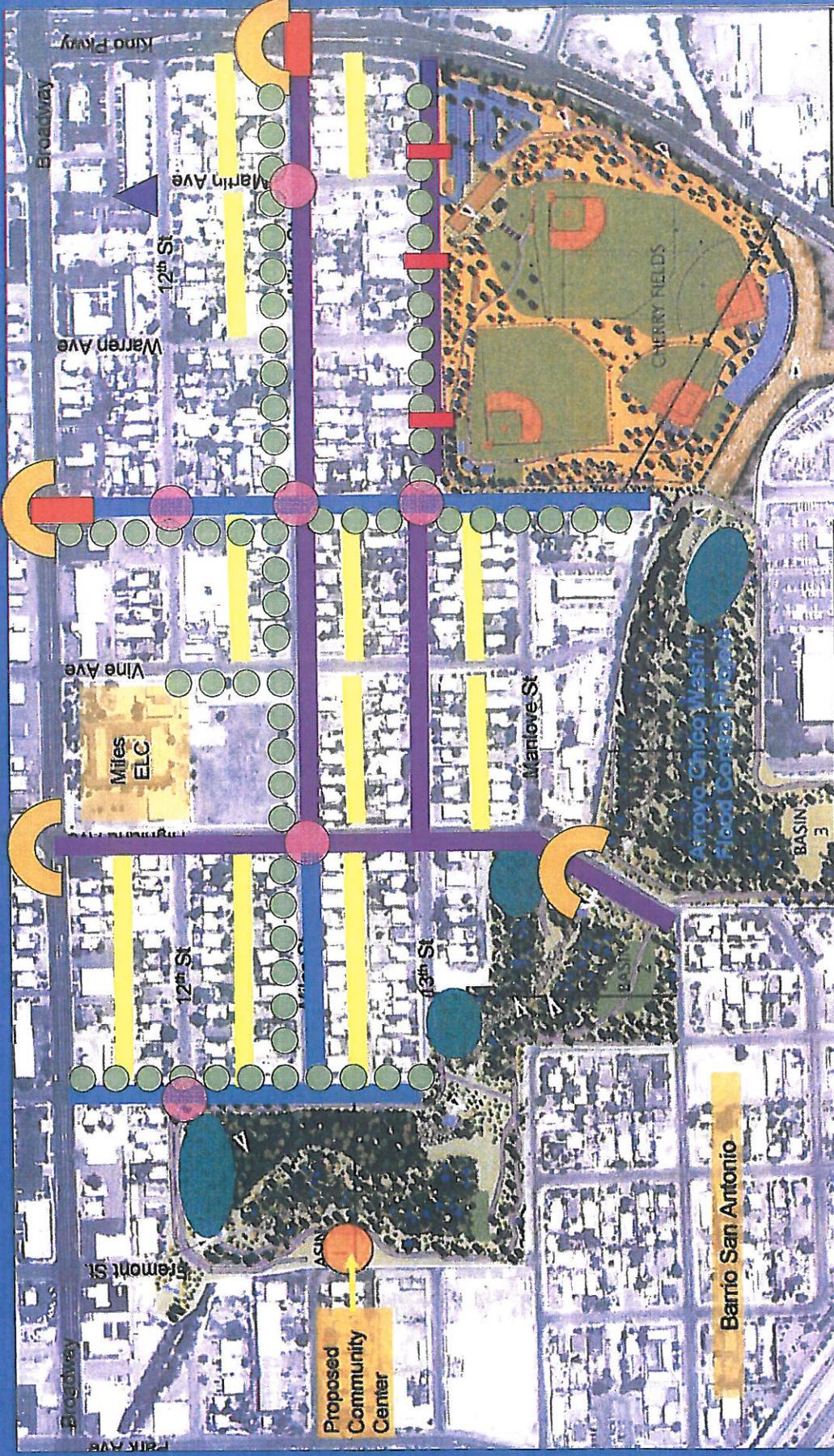
Arroyo Chico Wash Project:

- Create pocket park in space near the intersection of 13th St and Santa Rita; use as neighborhood gathering place.
- Active recreation park south of the Wash along Barrio San Antonio, b/w Fremont and Santa Rita
- Build dog park: two options - near Santa Rita, on other side of Wash or just west of Cherry on south side of the Wash

Miscellaneous:

- Dog issues along Cherry Ave, north of 13th
- Left turn difficulty at Miles and Kino; improve
- Would like chicane on SE corner of Broadway and Cherry
- Alternative use for Manlove Apts - married student or senior housing
- Could use industrial area just south of Arroyo Chico, along Cherry as a UA motorpool or additional parking for renovated Manlove Apts.
- Gate to Miles School park sometimes locked at the corner of Vine and Miles.
- Apartment on 12th b/w Santa Rita and Fremont are run down
- Repave entire length of Miles St. and Cherry & Manlove

- Gateways
- Pedestrian Crossings
- Pedestrian Access
- Pocket Parks
- Green Alleys
- New bike routes
- Existing bike routes
- Street Trees
- Traffic Circles
- Speed Humps
- Entry Median
- Sidewalks to be installed wherever they do not currently exist.

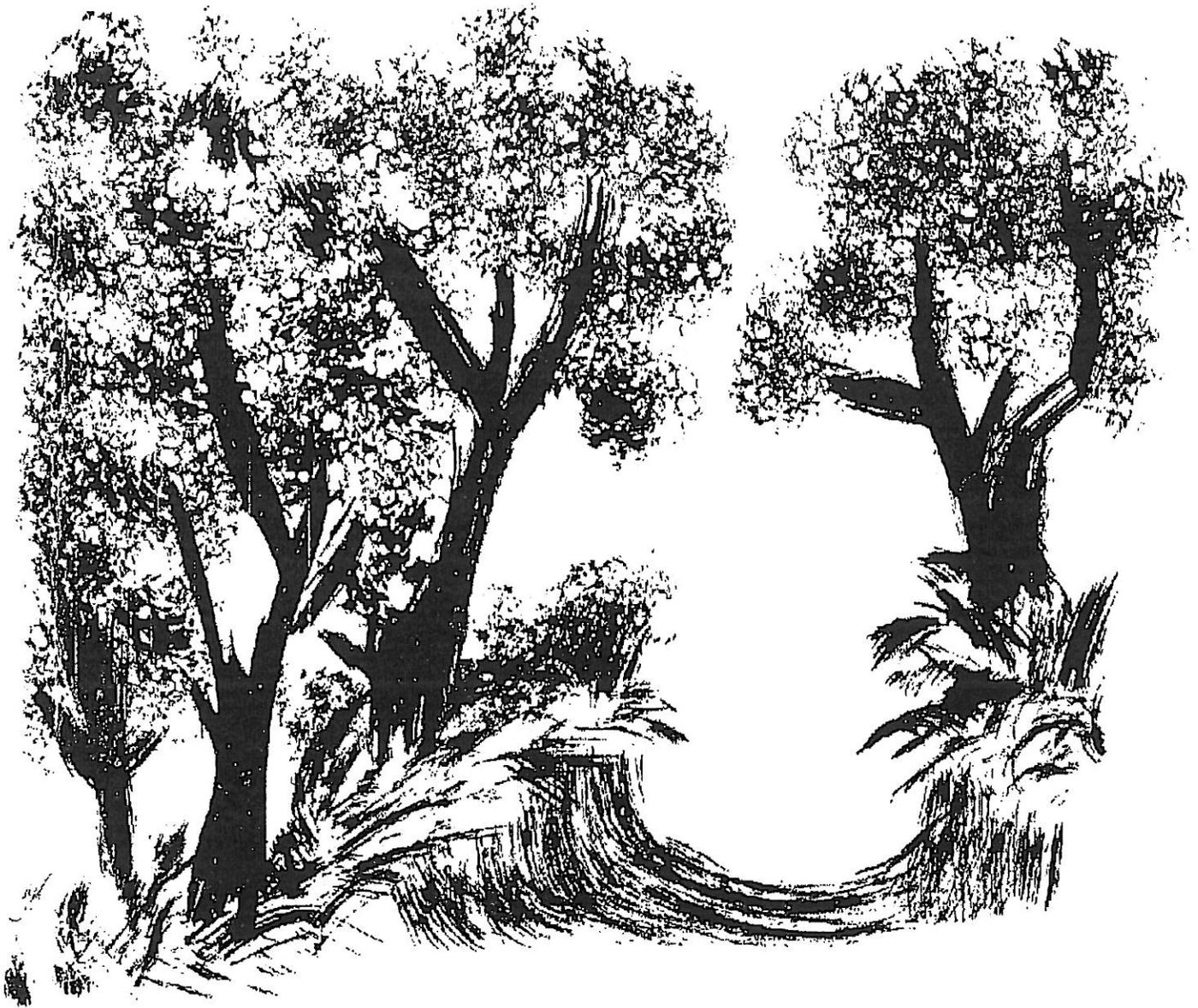


May 2009

Conceptual Landscape Plan for Miles Neighborhood

APPENDIX D

Arroyo Chico Area Plan
Adopted March 1986



ARROYO CHICO AREA PLAN

Adopted by the Mayor and Council
March 24, 1986
Resolution #13487

Planning
Department
City of Tucson, Arizona

City of Tucson Planning Department
Adopted March 24, 1986
Resolution #13487

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For further information regarding this document, please call 791-4505.

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INTRODUCTION

Location

The *Arroyo Chico Area Plan* provides policy direction for a 4.3 square mile area in the central portion of the Tucson Metropolitan Area as shown on Maps 1 and 2. Map 2 shows the boundaries of the plan area which are the Southern Pacific Railroad, Fairland Stravenue, 36th Street, and Aviation Highway on the south, Alvernon Way on the east, and Broadway on the north.

Background

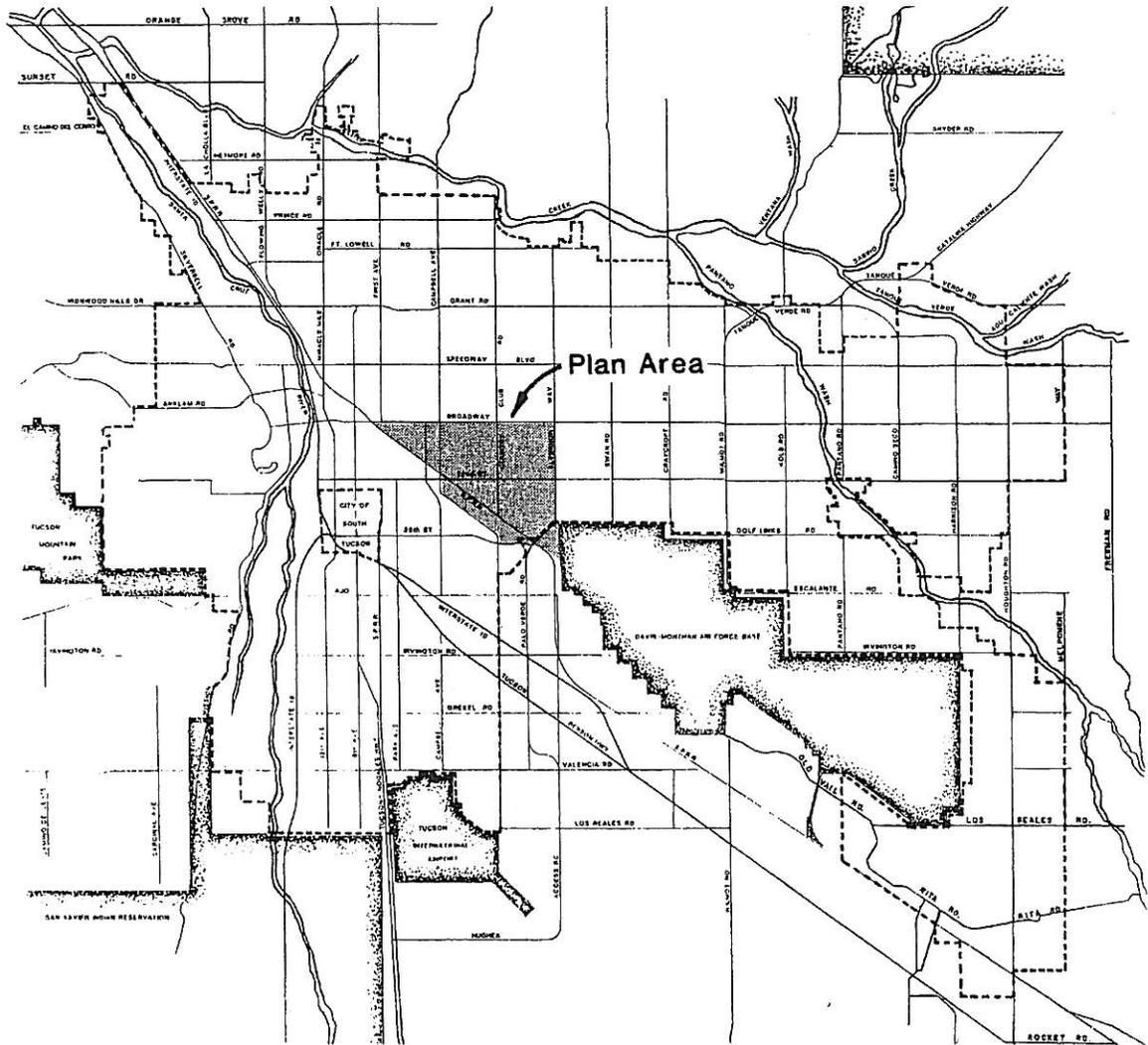
Although the majority of the Arroyo Chico plan area is developed (only 8.5 percent of the land area is vacant), much of the built-up area in Arroyo Chico is experiencing pressure for redevelopment and infill. Redevelopment pressures stem, in part, from the improved access that will be provided by construction of Kino Boulevard and State Route 210, commercial and industrial relocations caused by the Kino and Aviation right-of-way acquisition, and the aging of many of Tucson's older industrial and warehouse structures located this area. Pressures for infill development are generally in the transition areas between industrial and residential uses and on vacant parcels concentrated along the major washes.

The increased pressures to develop land will create potential compatibility conflicts among land uses in the plan area. Policy direction is needed to promote the preservation of and improvement to existing neighborhoods, commercial development, and industrial areas and to ensure the compatibility of new development with existing uses.

Adopted Plans

The Arroyo Chico area is adjacent to five adopted plan areas: *Greater South Park* (1984) and *Western Hills/Pueblo-Sunland Gardens Neighborhood Plan* (1978) on the south; *El Montevideo Neighborhood Plan* (1973) and *San Clemente/Country Club Heights Neighborhood Plan* (1980) to the east; and the *University District Plan* (1980) to the north. Two City Plans and one Interim Policy were previously adopted within the Arroyo Chico area: The *Julia Keen Neighborhood Plan* (1959) in the southeast corner; the *El Encanto/Colonia Solana Neighborhood Plan* (1980), which includes the Colonia Solana Neighborhood in the northeast portion of the plan area; and the *Park-Cherry Neighborhood Interim Land Use Policy* (1981) near the northwest corner (see Map 3).

The Julia Keen Neighborhood has been largely developed since the original plan adoption. The area is expected to remain stable in the interior and experience pressures for redevelopment along some portions of the perimeter. The original *Julia Keen Neighborhood Plan* consisted of a proposed zoning map; the descriptive policies which accompanied the



**ARROYO CHICO AREA PLAN
TUCSON METROPOLITAN AREA**

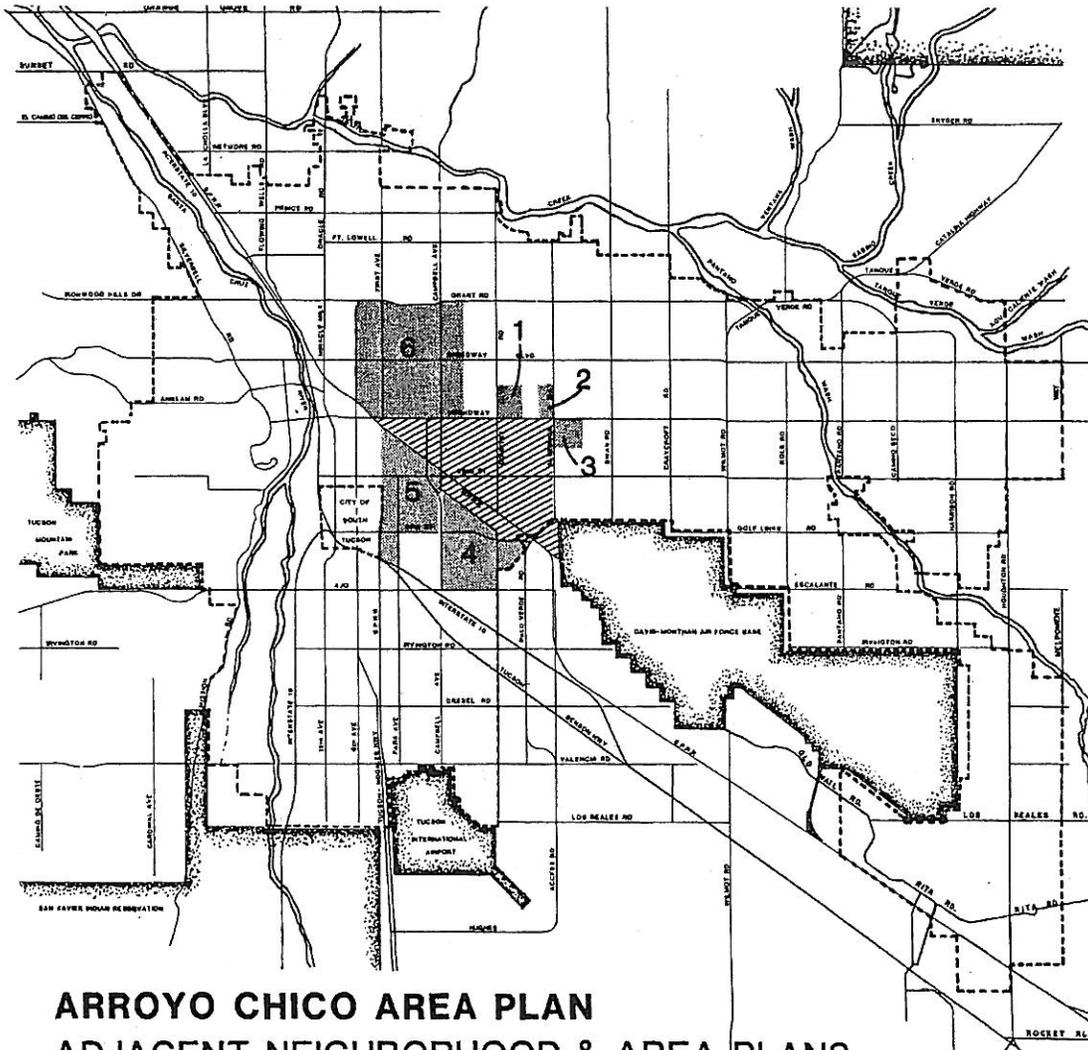


Legend



Arroyo Chico Area Location

Map 1



**ARROYO CHICO AREA PLAN
ADJACENT NEIGHBORHOOD & AREA PLANS**



Legend

- 1 EL ENCANTO NEIGHBORHOOD PLAN
- 2 EL MONTEVIDEO NEIGHBORHOOD PLAN
- 3 SAN CLEMENTE COUNTRY CLUB HEIGHTS NEIGHBORHOOD PLAN
- 4 WESTERN HILLS PUEBLO - SUNLAND GARDENS NEIGHBORHOOD PLAN
- 5 GREATER SOUTH PARK PLAN
- 6 UNIVERSITY DISTRICT PLAN
- ARROYO CHICO PLAN AREA

Map 3

map were never formally adopted. The general policies of the *Arroyo Chico Area Plan* and the specific policies for Residential Subarea 4 provide new, updated policy direction for the Julia Keen area. The *Park-Cherry Neighborhood Interim Land Use Policy* was adopted specifically to provide policy direction until adoption of the *Arroyo Chico Area Plan*. Future development in this area will be guided by the *Arroyo Chico Area Plan* general policies and by the Residential Subarea 1 policies.

Adoption of the *Arroyo Chico Area Plan*, therefore, rescinds the *Julia Keen Neighborhood Plan* and *Park-Cherry Neighborhood Interim Land Use Policy*. The General, Residential Subarea, and Industrial policies in this document will guide future development in Park-Cherry (the Miles and San Antonio Neighborhoods) and Julia Keen Neighborhood. The land use recommendations and design guidelines in the *El Encanto/Colonia Solana Neighborhood Plan* meet the needs of the Colonia Solana Neighborhood and will continue to be in effect.

Existing Character

The Arroyo Chico area is located directly east of Tucson's downtown area. It contains the Reid Park/Randolph Recreation Center regional facility and is in close proximity to the University of Arizona and El Con Mall. The area's central location and high degree of access are key features which have attracted both residential and industrial uses. The population characteristics of the area include a wide range of income levels and a racial mix which closely mirrors that of the City as a whole. The percentage of residents who are of Spanish origin, however, is 41 percent in the Arroyo Chico area, compared with 25 percent City wide. Although the area contains a wide variety of land uses, the Arroyo Chico watercourse is a natural feature which links the east and west portions of the plan area.

Plan Goals

The purpose of the *Arroyo Chico Plan* is to guide future development while protecting and enhancing existing neighborhoods. The general goals of the plan are to:

1. Promote the preservation and maintenance of linear open space along Arroyo Chico as a natural unifying feature of the area.
2. Encourage a compatible mix of residential, industrial, and business uses in the plan area, while protecting the integrity of existing neighborhoods.
3. Protect neighborhoods from truck traffic and roadway improvements, while allowing industrial and business access to key transportation routes.

Sub-goals, Policies, and Implementation Techniques are provided for each major section of the Plan.

Steering Committee

The policies and recommendations of this Plan were developed with the assistance of a special Arroyo Chico Steering Committee. The Steering Committee members represent a geographic cross section of the plan area and Tucson community, including the Citizens Advisory Planning Committee, City residents and business people, neighborhood associations, the Davis-Monthan Air Force Base, and other interested parties. The Committee assisted the Planning Department in evaluating the issues, developing goals and policies, reviewing the draft *Arroyo Chico Area Plan*, and coordinating the citizen participation process.

Plan Format

This document is divided into two major sections. The first section provides general policy direction for private and public land use for all of the Arroyo Chico Plan area. Four residential subareas are addressed in the second section of the Plan. (See Map 4.) A description of each subarea is followed with specific Sub-Goals, Policies, and Implementation Techniques. Both sections of the Plan should be consulted regarding any proposed development in a subarea.

Definitions

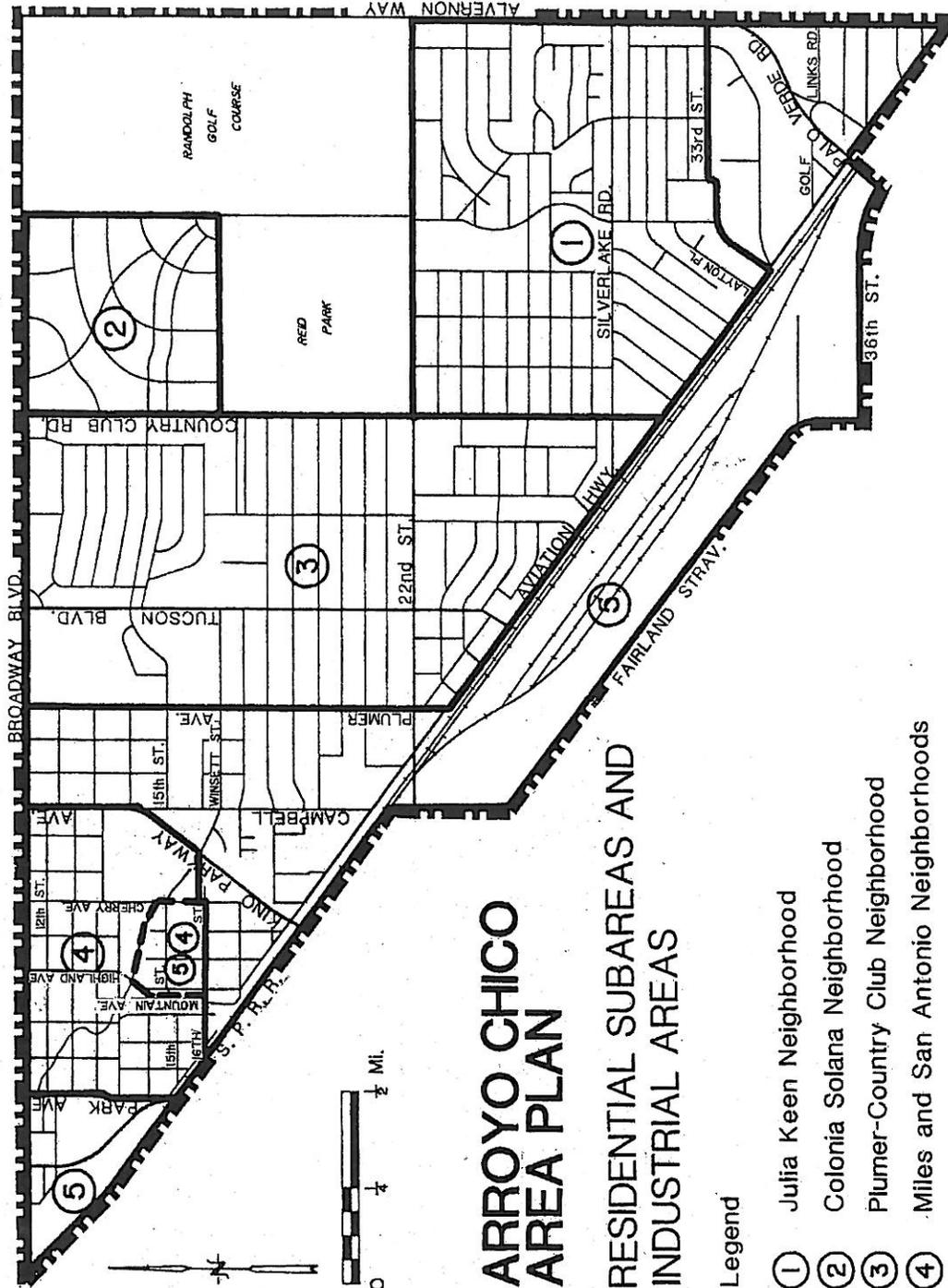
Air Installation Compatible Use Zone (AICUZ): A United States Air Force concept which delineates land use districts and provides land use compatibility guidelines for land areas impacted by the accident hazards and noise created by aircraft operations.

Campus Industry (Park Industrial): Comprehensively planned industrial developments which contain clean, low intensity uses, and which are controlled by design and performance standards to be compatible with surrounding uses. Design considerations may include low building height, substantial building setbacks, and extensive landscaping, among others. Performance standards may include stringent regulation of noise and odors, in addition to the restriction of heavy truck traffic. Campus industry could be used to buffer or transition uses of varying intensity.

Community Design Review Committee: An inter-agency technical advisory committee to the Hearing Examiner, City Manager, and the Mayor and Council. The Committee also provides information and consultation services to individuals who desire to develop land within the City of Tucson. Membership includes representatives from City departments and non-City public agencies.

Compatible Use District (CUD): Land use districts designated by the United States Air Force which provide development guidelines based on accident hazards and noise level considerations.

Defensible Space Concepts: Defensible space concepts include any physical design features which create a sense of ownership or territoriality of common areas and which allow viewing of public areas within residential, business, and industrial developments. Site design features include barriers such as fences, walls, electronic security, steps or changes in ground level, lighting, and building placement to subdivide ground areas which can be associated with



7-88

particular groups of residents or tenants. Visibility as a defensible space concept is intended to allow surveillance of the playgrounds, parking lots, landscaping, and other exterior spaces. Visibility may be enhanced by the strategic positioning of windows, stairwells, and low growing landscaping, and possibly by visual breaks in continuous screens.

Ldn: Day-night average sound level method adopted by the Environmental Protection Agency to standardize noise assessments. Ldn considers the sound level from an event, the effect of repetition, and the time of occurrence. Since the primary concern is residential development, nighttime events are considered more annoying than those in the daytime and are weighted accordingly.

Noise Sensitive Uses: Single-family residences, schools, religious facilities, libraries, hospitals, nursing homes, outdoor entertainment facilities, nature exhibits, zoos, and similar uses which require quiet and/or are difficult to acoustically treat.

Planned Unit Development (PUD): A development option within residential zones which allows integrally planned environments where design quality exceeds that which would result under conventional zoning requirements. Density bonuses may be obtained in all PUDs if a project meets the design specifications noted in the Land Use Code and in the Arroyo Chico Area Plan, Residential Policy 2D*.

Residential Density: The number of dwelling units per acre.

Low Density: up through six units per acre; primarily single-family detached units but including attached units such as duplexes and townhomes in some instances.

Medium Density: up to 15 units per acre; including a variety of housing types, such as single-family homes on small lots, duplexes, townhomes, apartments, and condominiums.

High Density: 15 units and over per acre; including multi-family developments, such as townhouses, apartments, and condominiums.

Screening: Screening could consist of either an earth berm, a masonry wall, a wooden fence, a stucco wall, a chain-link type metal fence using durable, permanently affixed wooden (or other approved) slats to create a substantially opaque surface, a dense hedge that will grow to the required height within two growing seasons, or any combination of these materials. Visual breaks in non-required continuous screens may be appropriate to enhance visibility of public or common areas (see "Defensible Space Concepts").

Strip Commercial Development: A pattern of commercial development characterized by incremental additions of single-function businesses along a street frontage. Such developments typically have separate access points and parking for each business, a lack of

* PUD was rescinded by the Mayor and Council on March 9, 1987, Ordinance No. 6642. Cluster type development is allowed under these provisions of the Residential Cluster Project Ordinance adopted by the Mayor and Council on March 9, 1987.

pedestrian linkage between individual businesses, substandard lot sizes, and inadequate parking and on-site maneuvering (often due to the impact of roadway widening or inadequate subdivision).

ABBREVIATIONS

AICUZ	Air Installation Compatible Use Zone
CDRC	Community Design Review Committee
CUD	Compatible Use District
DMAFB	Davis-Monthan Air Force Base
Ldn	Day-Night Average Sound Level
PUD	Planned Unit Development
SPRR	Southern Pacific Railroad
SR 210	State Route 210; Aviation Parkway
TUSD	Tucson Unified School District

General Policies

The following Sub-Goals, Policies, and Implementation Techniques are provided to address developments and improvements throughout the Arroyo Chico Area. These Policies and Implementation Techniques are consistent with the adopted *Comprehensive Plan* and other City policies.

Arroyo Chico/Flood Control

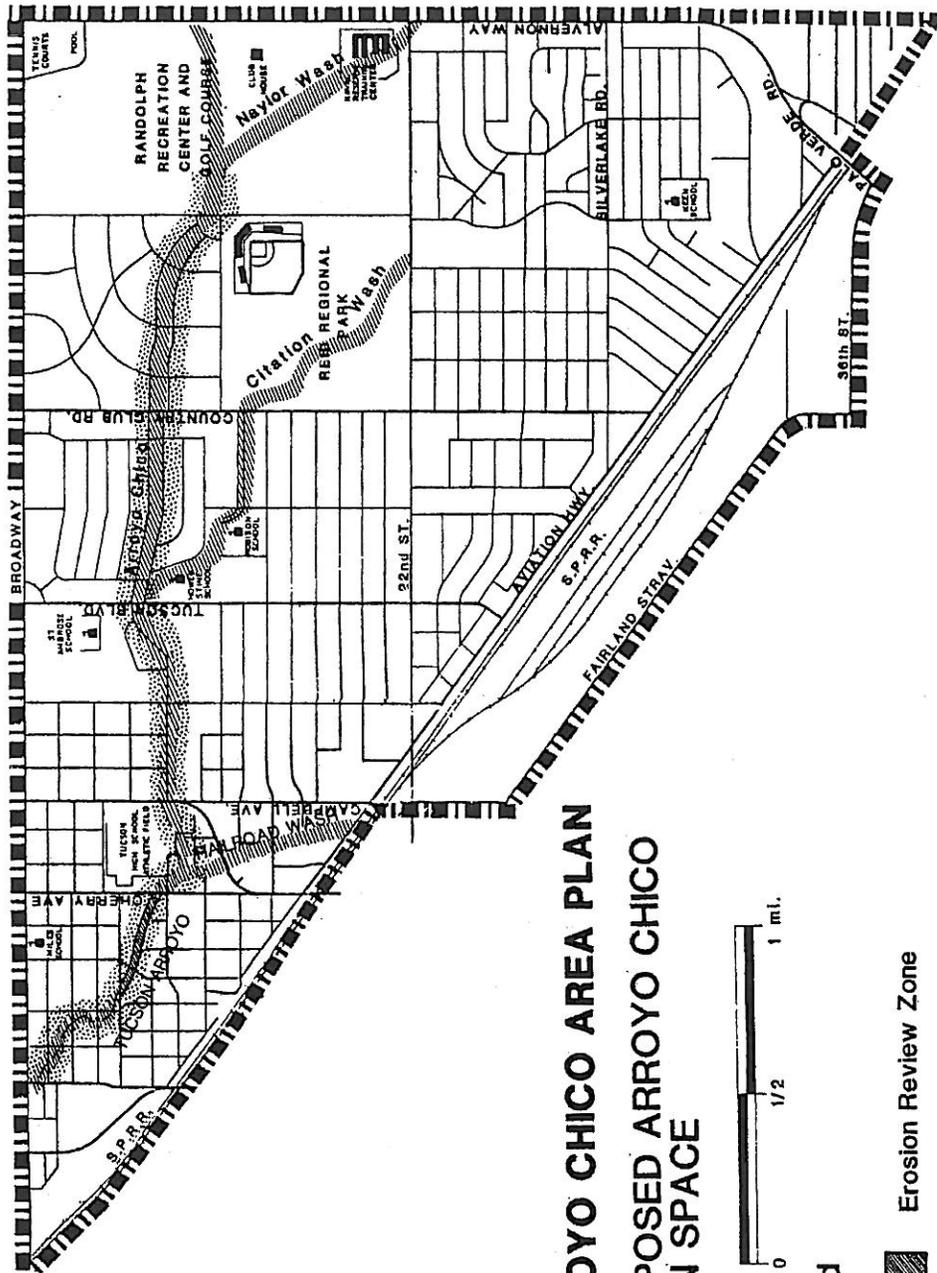
The Arroyo Chico is a unifying natural feature of the plan area, linking Reid Park and the Colonia Solana Neighborhood on the east with the Miles and San Antonio Neighborhoods on the west. The arroyo is vegetated throughout the plan area, although landscaping and maintenance varies widely. Arroyo Chico is in a well maintained natural state east of Country Club (maintained primarily by the Colonia Solana Neighborhood Association), is generally channelized and lined with tall hedges from Country Club Road to Campbell Avenue, and is overgrown with natural vegetation west of Campbell Avenue. Illegal dumping and the presence of vagrants along the westerly portion of the wash inhibit full utilization of the natural open space.

The Arroyo Chico watershed is subject to extensive flooding throughout its length within the plan area (see Map 5). Some of the currently vacant parcels along the arroyo may not be developable under the requirements of the Floodplain Ordinance, although the extent of the flooding problem may be better identified after improvements planned in conjunction with SR-210 and Kino Boulevard construction are installed. There is currently no Basin Management Plan for the Arroyo Chico which would identify possible solutions and their impact on developed and vacant parcels.

Key opportunities in creating a linear open space corridor along the Arroyo Chico include the preservation of the natural qualities of the watercourse, the possible linkage of several neighborhoods with Reid Park (*Parks, Recreation and Open Space Plan, 1981; Open Space Policy 2A*), and the public ownership of many undeveloped properties along the arroyo west of Tucson Boulevard. A Basin Management Plan would create an opportunity to consider flood control and recreation/open space factors jointly, especially in utilizing the arroyo for passive recreation/and visual open space purposes.

Sub-Goal

Promote the development of open space in conjunction with drainageways and flood control/floodplain management efforts.



**ARROYO CHICO AREA PLAN
PROPOSED ARROYO CHICO
OPEN SPACE**



Legend

-  Erosion Review Zone
-  Proposed Linear Open Space/Flood Control Study Area

Map 5

Policy 1.

Promote a continuous linear corridor of open space and recreation along the Arroyo Chico between Park Avenue and Reid Park (*Parks, Recreation and Open Space Plan*, 1981; Open Space Policy 2B), through the coordination of opens space acquisition and flood control/floodplain management efforts.

Implementation Techniques

- A. Conduct an Open Space/Basin Management study to:
 - i. determine the development capability of vacant properties along or near drainageways, and identify alternative flood control/floodplain management solutions to flooding hazards.
 - ii. link flood control/floodplain management solutions to recreation and open space opportunities.
 - iii. design linear paths and passive recreation features along Arroyo Chico, such as continuous walking and bicycle paths, including the safe crossing at Kino Boulevard;
 - iv. preserve the natural vegetation in Arroyo Chico;
 - v. prepare a landscape plan to include native and drought resistant vegetation;
 - vi. prepare a maintenance program involving City departments and neighborhood residents in removing debris without altering the appearance of the arroyo;
 - vii. coordinate a security program which may include police patrol near and through the arroyo;
 - viii. include neighborhood participation; and
 - ix. determine the feasibility of incorporating tributary washes to Arroyo Chico in the open space/flood control plan.

- B. Encourage cooperation among the City of Tucson, State, and federal agencies, private organizations, groups and individual citizens in the areas of acquisition, management, and conservation of the Arroyo Chico open space resources (*Parks, Recreation and Open Space Plan*, 1981; Open Space Policy 1A).

Policy 2.

Promote the acquisition of open space along the Arroyo Chico.

Implementation Techniques

- A. Require dedication of the Arroyo Chico drainageway in all new development.
- B. Require a 50-foot open space right-of-way dedication or easement from the top of the arroyo banks in all new development, and provide sufficient space for maintenance vehicle access.
- C. Mitigate the impact of channel realignment between Cherry and Campbell Avenues by considering the installation of landscaping along the banks of the arroyo, or through other means.
- D. Require that site design of new development along the arroyo complement the open space corridor and allow viewing of activity in and near the arroyo. (See Defensible Space definition.)
- E. Encourage development of a neighborhood park facility abutting the Arroyo Chico on Block 12, Manlove Addition and Block 16, Randolph Addition, west of Highland Avenue, through exchanges for vacated public rights-of-way and lots in Blocks 2, 7, and 10, Randolph Addition.

PUBLIC/SEMI-PUBLIC

Public uses in the Arroyo Chico area include five public elementary schools, St. Ambrose private elementary school, Tucson Unified School District (TUSD) athletic field and vehicle maintenance and storage facilities, the University of Arizona athletic track and field, three neighborhood parks, and the large regional park complex including the Randolph Recreation Center and Golf Course and Reid Regional Park. Semi-public uses include several churches, union offices, and the Southern Pacific Railroad facilities. Although there are no current plans to release property containing public facilities, it is possible that land may be released in the future.

Reid Park/Randolph Golf Course and Recreation Center is a large regional park complex considered the most diverse and popular recreational facility in the Tucson Urban Area. In addition to including the Reid Zoo, Randolph Golf Course and Practice Range, and tennis and racquetball courts, the park hosts a number of outdoor events including concerts and Hi-Corbett Field baseball games.

Sub-Goal

Encourage the compatibility of public uses and properties with surrounding development.

Policy 1.

Encourage the continued utilization of existing public facilities.

Implementation Techniques

- A. Encourage the continued use of public facilities for public uses.
- B. Support future upgrading of facilities at the Randolph Recreation Center (*Parks, Recreation and Open Space Plan*, 19 and 1).
- C. Encourage joint use of school playgrounds and recreation facilities at all schools. (*Parks, Recreation and Open Space Plan*, 1981; Parks Policy 1).
- D. Encourage the affected agency to conduct an area needs assessment for parks, open space, and other public services prior to releasing publicly owned property.

Policy 2.

Should public land be released, ensure that development be compatible with surrounding uses.

Implementation Techniques

- A. Require that development occur in accordance with Arroyo Chico Linear Open Space recommendations.
- B. Encourage high-density residential or campus industrial uses on the TUSD property bounded by 15th Street, Plumer Avenue, Winsett Street, and Campbell Avenue. (See Map: Industrial Area 2.)
- C. Encourage low and medium-density residential uses on the University of Arizona property bounded by 15th Street, Tucson Boulevard, Winsett Street, and Plumer Avenue. Densities should transition toward the perimeter, not to exceed those which exist contiguous to the site.
- D. Encourage residential uses for the TUSD athletic field in the vicinity of Kino Boulevard and Winsett Street. (See Residential Subarea 1.)
- E. Require that any other released public facility sites be developed compatibly with surrounding uses and densities and be consistent with *Arroyo Chico Area Plan* policies. (See Residential Subareas for more specific guidelines.)
- F. Require CDRC (Community Design Review Committee) review prior to sale or lease of City owned parcels.

Policy 3.

Protect Colonia Solana residents from excessive noise and over-spill parking impacts from Reid Park.

Implementation Techniques

- A. Provide police or other City personnel to direct traffic to available parking, during times of peak attendance such as special events and holiday weekends.
- B. Encourage police to tow illegally parked vehicles which obstruct emergency vehicle access to the neighborhood.
- C. Encourage the sponsors of major events to arrange a shuttle service from the El Con Mall parking lot.
- D. Enforce the City's noise ordinance during evening events.

RESIDENTIAL

Residential uses comprise approximately 28 percent of the land uses in the Arroyo Chico area. The single-family detached unit is the predominant housing type, creating a residential development pattern characterized by a variety of low and medium-density neighborhoods. The Arroyo Chico area contains several well-organized and active neighborhoods, such as Miles, San Antonio, Julia Keen, and Colonia Solana, all of which are further addressed in the Residential Subarea Policies. The impact of major transportation improvements and the opportunity for infill of vacant land contribute to the increased pressure on existing neighborhoods, further emphasizing the need for guidelines to ensure the compatibility of new development with existing neighborhoods.

Sub-Goal

Encourage new residential development and the preservation of existing housing.

Policy 1.

Preserve the integrity of established neighborhoods.

Implementation Techniques

- A. Redirect through traffic onto major streets.
- B. Discourage rezoning requests for the conversion of residential uses to non-residential uses within established neighborhoods.
- C. Encourage clustering and design flexibility in residential developments through the use of planned unit developments*, zero lot lines, and lot development options.
- D. Encourage the use of available and future federal, state, and local funds for housing rehabilitation programs and neighborhood improvements by local residents.
- E. Encourage improvement districts to be established to upgrade unimproved streets, alleys, lighting, etc., as appropriate.

* PUD was rescinded by the Mayor and Council on March 9, 1987, Ordinance No. 6642. Cluster type development is allowed under the provisions of the Residential Cluster Project Ordinance adopted by the Mayor and Council on March 9, 1987.

Policy 2.

Promote residential infill of vacant land. (See also Residential Subarea Policies.)

Implementation Techniques

- A. Low-density residential developments are generally compatible within the interior of established neighborhoods.
- B. Medium-density residential developments are generally appropriate along collector streets.
- C. Medium and high-density residential developments are generally suitable along arterial streets.

Policy 3.

Ensure the compatibility of new residential development with existing land uses.

Implementation Techniques

- A. Require appropriate design elements (setbacks, height restrictions, screening, landscaping, screened or covered storage, shielded or directed lighting, height and density transitions, etc.) during the rezoning and development review processes when locating higher density residential development in proximity to established neighborhoods.
- B. Employ defensible space concepts in development proposals.
- C. Encourage proposed higher density residential development to transition densities so that densities at the perimeter are compatible with contiguous development.

COMMERCIAL

The *Comprehensive Plan* for Tucson, adopted February 26, 1979 states that commercial activities be located to best serve the needs of the neighborhood, community, and the region. The majority of commercial uses (including retail, service, and office) in the Arroyo Chico area are located along Broadway, 22nd Street, Alvernon Way and at major street intersections, and totaling approximately 6 percent of the plan area.

Many of Tucson's major streets are characterized by strip commercial development, typically a series of single-function, separately owned businesses along a street frontage. Such developments are often on shallow lots with individual access and parking, no pedestrian linkage between businesses, and a shortage of parking spaces and/or on-site maneuvering space due to street widenings. Problems associated with strip development include traffic hazards created by an excessive number of curb cuts, a monotonous visual impression along the roadway, undefined and often unsafe pedestrian areas, a proliferation of signage, and parking overspill into alleys and residential streets. Alternatives to strip commercial development include: integrating access, parking, and facade treatment of adjacent commercial developments; concentrating retail centers at major street intersections; locating office and high-density residential uses between intersections; and locating parking areas to the side or rear of structures.

Sub-Goal

Provide for the commercial needs of the area.

Policy 1.

Encourage commercial developments at appropriate locations in the area. (See also "Development Along Major Streets".)

Implementation Techniques

- A. Require appropriate design elements (screening, landscaping, setbacks, height restrictions, screened or covered storage, shielded or directed lighting, etc.) during the rezoning and development review process when locating commercial uses in proximity to established neighborhoods.
- B. Employ defensible space concepts in new commercial developments.
- C. Rezoning to commercial uses are to be based on all of the following:
 - i. the site is located on a major street;
 - ii. the proposed use is integrated with other adjacent commercial uses;
 - iii. access is provided from collector or arterial streets;

- iv. parking variances and application of the “non-conforming” clause of the Parking Ordinance are not necessary to meet parking and circulation requirements;
- v. all required parking and circulation is provided on-site.

(See “Development Along Major Streets” Policy 3 for Residential Conversions.)

Policy 2.

Discourage the extension of strip commercial as a pattern of development. (See also “Development Along Major Streets.”)

Implementation Techniques

- A. Ensure future commercial developments be:
 - i. limited to a minimum number of access points;
 - ii. integrated with adjacent commercial development (including joint access, shared parking, etc.); and
 - iii. designed to be compatible with adjacent residential uses (including existing screening, landscaping, setbacks, and height restrictions).
- B. Consolidate commercial developments at major street intersections.
- C. Encourage office and high-density residential uses along arterial streets, between major intersections.
- D. Encourage parking areas to be located to the side or rear of commercial structures.

DEVELOPMENT ALONG MAJOR STREETS

A mixture of commercial (retail, service, and office) and a range of residential uses are currently located along the arterial and collector streets in the Arroyo Chico plan area. (See Map 10, page 37, Major Streets and Routes.) As the Tucson region grows, improvements to Kino Boulevard and State Route 210 are completed, and arterial widenings take place, the pressures for change and intensification of uses along these major streets will increase. (See also "Commercial" and "Transportation" policies.)

Sub-Goal

Provide for development along major streets which promotes efficient traffic circulation.

Policy 1.

Encourage new and redeveloped uses along major streets to:

Implementation Techniques

- A. Mitigate the impacts of major streets on the proposed development through appropriate design elements, such as setbacks, berms, walls, and vegetation;
- B. Access major streets without creating unsafe traffic conditions; and
- C. Provide required parking and circulation on-site.

Policy 2.

Consider conversion of residential uses to office or commercial uses in appropriate locations when the following criteria apply: (See also "Commercial" Policy 2 and *El Encanto/Colonia Solana Neighborhood Plan*.)

Implementation Techniques

- A. The residential structure fronts on (faces) an arterial or collector street;
- B. An adjacent use and zoning along the same street frontage is office or commercial;
- C. Access can be provided without utilizing alleys;
- D. Parking variances and applications of the "non-conforming" clause of the parking ordinance are not necessary to meet parking and circulation requirements;
- E. All required parking and circulation is provided on-site.

Policy 3.

Monitor the progress and recommendations of the Broadway Corridor Study.

Implementation Techniques

- A. Protect established residential areas from commercial encroachment due to the Broadway Corridor widening.
- B. Analyze rezoning requests along Broadway in conjunction with possible Broadway Corridor Study recommendations.
- C. Encourage new and proposed developments to assemble small parcels into larger sites, to allow for flexible site design, to ensure viability of the site after Broadway is widened, and to limit the number of access points onto Broadway.

INDUSTRIAL

1980 Land Use studies indicate that approximately 18 percent of the Arroyo Chico area is developed with industrial and transportation (including **SPRR**) uses, compared with only 4 percent of the land City-wide.* The railroad and major transportation corridors are key features of the plan area which attract industry, while the area's central location and proximity to downtown, the University of Arizona, El Con Mall, and Reid Park/Randolph Recreation Center have attracted many long-term residents. The industrial areas within the Arroyo Chico area are in close proximity to residential neighborhoods. These areas warrant special attention to assure the protection of established neighborhoods while allowing for limited industrial development (and employment) near residential areas.

Industrial policies for the Arroyo Chico area have been divided into three geographic areas (see Map 6):

- Euclid-Park Transition (Policies I and 2)
- Campbell-Plumer/Aviation (Policies 3 and 4)
- Palo Verde/Aviation (Policies 5 and 6)

In each area, policies are needed to provide definitive boundaries containing industrial development and to ensure a compatible coexistence between industrial and residential uses.

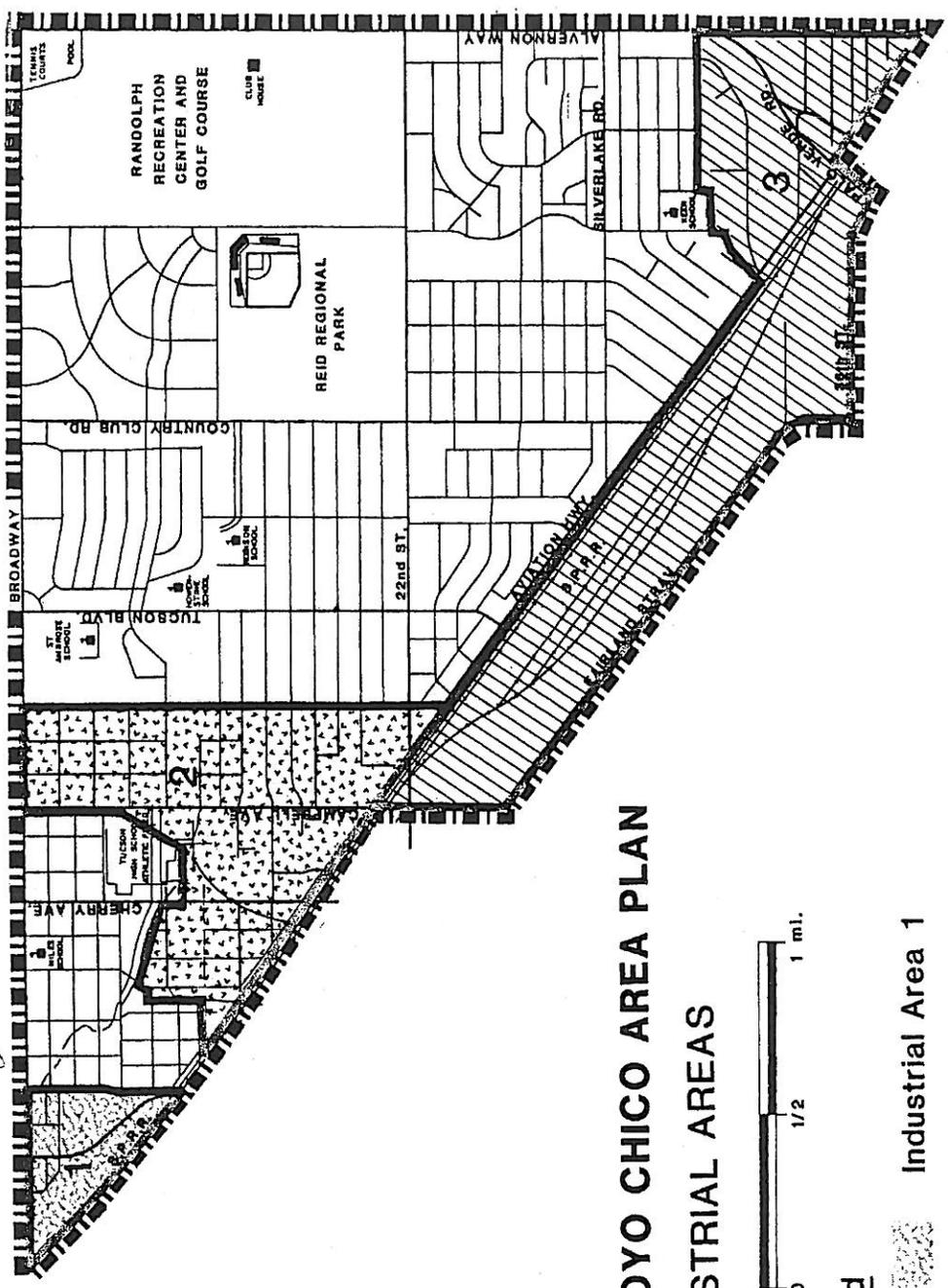
INDUSTRIAL AREA 1: EUCLID-PARK TRANSITION

The first industrial area is the triangular-shaped area at the northwest corner of the plan area, bounded by Broadway, Park Avenue, and the Southern Pacific Railroad (SPRR) tracks and portions of the SPRR Reserve.

Retail and other commercial uses are concentrated along Broadway, older warehouse facilities are located along Park Avenue, and other light industrial uses are in the area south of 12th Street. The area will be modified when State Route 210 (SR 210) is constructed and the Euclid-Park Transition is depressed under SR 210 (see Map 7). The nearest interchanges on SR 210 will be at Broadway and Kino Boulevard. San Antonio Neighborhood and the Euclid-Park industrial area are divided by industrial and heavy business uses along both sides of Park Avenue, where warehouse loading activities currently occur in the street right-of-way.

* Industrial land (including Transportation, Utilities, and Communication) represented 4.06 percent of total land area in the City of Tucson and 5.73 percent of developed acres in 1980.

Source: City of Tucson Community Development Program; Technical Studies Volume 11, Physical Environment; 1983.

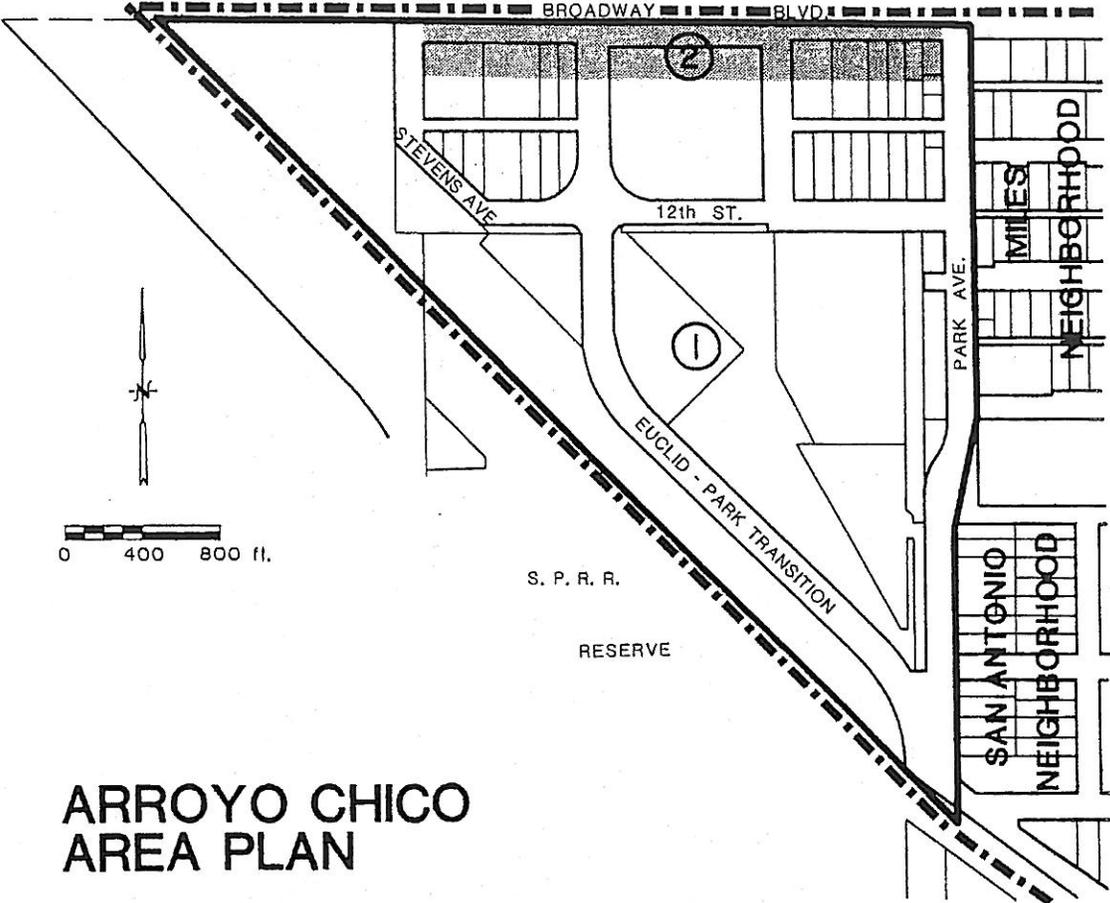


ARROYO CHICO AREA PLAN INDUSTRIAL AREAS



- Legend**
- Industrial Area 1
 - Industrial Area 2
 - Industrial Area 3

Map 6



ARROYO CHICO AREA PLAN

INDUSTRIAL AREA 1

Legend

-  Arroyo Chico Plan Area Boundary
-  Industrial Area 1 Boundary
-  Light Industrial or Commercial Uses
-  Park Industrial or Commercial Uses

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Sub-Goal

Allow commercial and industrial infill development which is compatible with the San Antonio Neighborhood and the Gateway Route status of Broadway.

Policy 1.

Protect the Miles and San Antonio Neighborhoods from any negative impacts of industrial development along Park Avenue.

Implementation Techniques

- A. Require appropriate design elements along the Park Avenue edge (setbacks, height restrictions, screening, landscaping, screened or covered storage, shielded or directed lighting, etc.), if the warehouse and industrial uses should redevelop in the future.
- B. Require redeveloped or new uses of property along Park Avenue to provide all parking all parking, loading, and circulation needs on-site.
- C. Employ defensible space concept in new industrial developments.

Policy 2.

Visually screen industrial development along Broadway. (See also "Development Along Major Streets" Policy 4.)

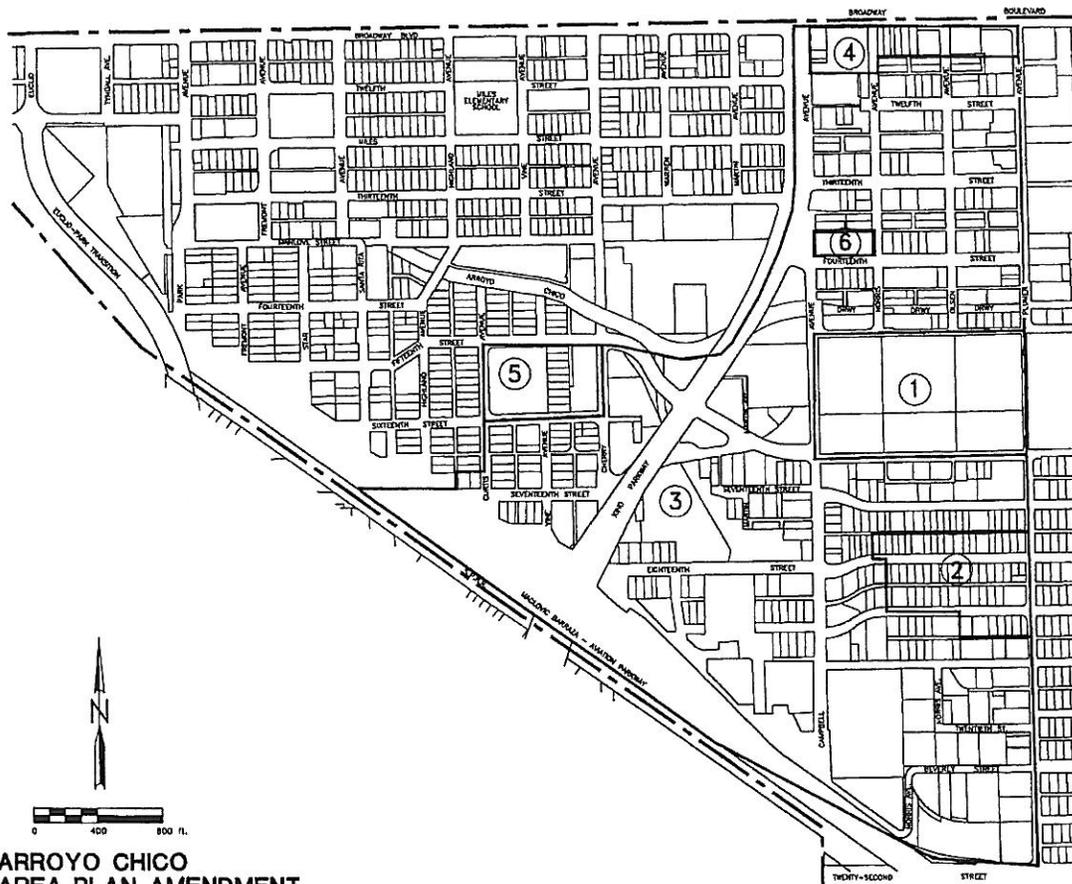
Implementation Techniques

- A. Encourage businesses to pursue shared parking, joint access, and unified treatment of Broadway frontage landscaping and building facade.
- B. Require compliance with the Gateway Route guidelines specified in the *Major Streets and Routes Plan* or Gateway Route ordinance, when adopted.

INDUSTRIAL AREA 2: CAMPBELL-PLUMER/AVIATION

The second industrial area forms a modified "v" shape outlined by Aviation Highway and Plumer Avenue. The short leg of the "v" is west of Kino Boulevard, between Aviation Highway and 16th Street. The long leg of the "v" lies east of Kino Boulevard and is bounded by Broadway, Plumer Avenue, and Aviation Highway (see Map 8).

The "short leg," south of 16th Street and west of Kino Boulevard, was designated for light industrial uses in the Park-Cherry neighborhood Interim Land Use Policy. The area is largely vacant with scattered industrial and residential uses.



**ARROYO CHICO
AREA PLAN AMENDMENT**

INDUSTRIAL AREA 2

- Arroyo Chico Plan Area Boundary
- Industrial Area 2 Boundary
- ① High Density Residential and / or Campus Industrial Uses
- ② Residential to Industrial Transition
- ③ Light Industrial or Commercial
- ④ Commercial
- ⑤ Campus Industrial
- ⑥ Heavy Industrial

Map Amended on February 10, 1997, by Resolution No. 17544

Map Amended on March 5, 2001, by Resolution No. 18822

3/2001

The "long leg" of the v-shaped area, south of Broadway, between Kino Boulevard and Plumer Avenue, is characterized by small light industrial and heavy commercial uses, such as metal shops, automobile repair and painting, and warehouses. Although the land uses are classified as intense, the area is characterized by a series of one- and two-story businesses on small lots. Low-density residential uses are scattered throughout the area but concentrated along portions of the blocks between 17th Street and Eastland. The homes which are adjacent to industrial properties on two or three sides are expected to experience pressure to transition to business or industrial uses in the future.

Sub-Goal

Encourage industrial infill development to provide buffers adjacent to residential uses.

Policy 3.

Protect San Antonio Neighborhood from any negative impacts of industrial development along SR 210.

Implementation Techniques

- A. Allow light industrial development south of 16th Street between Kino Boulevard and Curtis Avenue (See Residential Subarea 1 for policies addressing the area west of Curtis Avenue)
(Amended by Resolution No. 17544 on February 10, 1997, to promote residential infill)
- B. Require all new industrial or commercial development along 16th Street west of Kino to screen parking areas, dumpsters, and areas of outside storage, in addition to providing a five foot wide landscape strip along the street frontage.
- C. Direct all truck traffic to Winsett/Kino, rather than thorough the San Antonio or Miles Neighborhoods, by implementing traffic control measures such as posting "No Truck Traffic" signs in appropriate locations. (See also Residential Subarea I Policies.)
- D. Employ defensible space concepts in new industrial development.

Policy 4.

Allow for continued light industrial development in appropriate locations between Campbell and Plumer, except to allow heavy industrial development at 345 S. Kino Parkway, subject to the principal activities being conducted within enclosed buildings, mitigating noises, odor and chemical emission impacts on adjacent uses; limited hours of operation; loading zones and trash-pickup areas to be screened and located away from residential uses; provisions of appropriate screening and landscaping to protect adjacent nonconforming residential uses; and, building height being comparable to those presently existing on-site.

(Amended by Resolution No. 18822 on March 5, 2001)

Implementation Techniques

- A. Rezoning of residential properties for industrial uses should be based on all of the following:
 - i. adjacent uses along the same street frontage are industrial;
 - ii. zoning variances or application of the non-conforming parking clause are not necessary to meet all required parking, loading, and circulation on site;
 - iii. the proposed use is integrated with adjacent industrial uses (including joint access, shared parking, continuous screening, etc., as feasible); and
 - iv. compatibility of the proposed industrial uses with existing residential uses can be ensured by utilizing design elements such as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, and special air pollution controls.
- B. Allow high-density residential and/or campus industrial uses at the TUSD site, as provided for in Policy 2 of Public/Semi-Public.
- C. Allow for light industrial infill development i.) north of 15th Street, ii.) south of Eastland, and iii.) between Kino and Campbell.¹
- D. Encourage new and redeveloped industrial uses on large sites to maintain setbacks consistent with adjacent uses, to limit building height to two stories (or approximately 25 feet), and to landscape the street frontage.
- E. Establish Plumer Avenue as the boundary between industrial uses to the west and residential uses to the east.

INDUSTRIAL AREA 3: PALO VERDE/AVIATION

The third industrial area is located in the southeast corner of the plan area. (See Map 9.) It is serviced by several major transportation corridors: Aviation highway, Palo Verde Road, and the Golf Links Extension across Davis Monthan Air Force Base. Industrial Area 3 includes the triangular-shaped area north of Aviation Highway/SR 210 and bounded by 33rd Street and Alvernon Way and the area between Aviation Highway/SR 210 and Fairland Stravenue, and between Campbell Avenue and Palo Verde Road, including the main SPRR yards.

¹ Clarification, revised on December 11, 2001. Previously read "Allow for light industrial infill development north of 15th Street, south of Eastland, and between Kino and Campbell."

The area north of Palo Verde and Aviation Highway is an industrial area largely built out with warehouses and small industrial parks. The industrial uses are adjacent to established neighborhoods and the Julia Keen Elementary School. A *Julia Keen Neighborhood Plan* amendment adopted in March 1985, established clear policy direction for containing industrial uses within the existing boundaries and protecting neighborhoods from industrial encroachment.

The area between, Palo Verde and Alvernon Way is partially developed with a variety of light industrial uses and will be serviced by the new Golf Links Extension in the vicinity of the existing 44th Street. Although isolated from sensitive residential and public uses, this area is adjacent to the Davis Monthan Air Force Base. Since this portion of the plan area is in County jurisdiction, Arroyo Chico Area Plan policies do not take effect until such time as the area is annexed.

South of Aviation Highway are the Southern Pacific Railroad tracks and facilities. A portion of the area along 36th Street is currently zoned for heavy industrial uses, while the SPRR land between Aviation Highway and Fairland Stravenue is currently designated for light industrial uses. The Pueblo Gardens Neighborhood is south of Fairland Stravenue.

Related policies are also present in the Davis-Monthan Air Force Base section of the Plan.

Sub-Goal

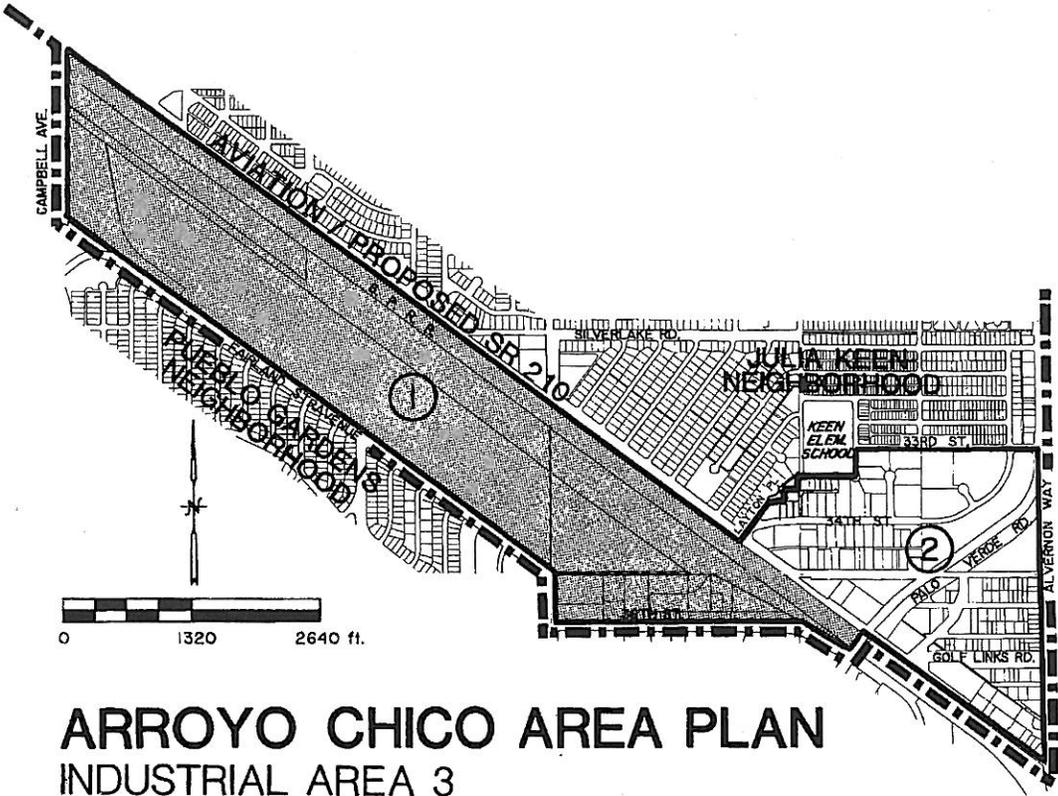
Protect the Julia Keen and Pueblo Gardens Neighborhoods from industrial encroachment.

Policy 5.

Protect the Julia Keen Neighborhood from further industrial encroachment.

Implementation Techniques

- A. Contain industrial development within the existing boundaries south of 33rd Street and east of Layton Place. (See Map: Industrial Area III.) New industrial development on the eastern half of Lot 5, Block 10 should incorporate appropriate design elements, including landscaping, screening, screened or covered storage, noise buffers, special air pollution controls, restricted hours of operation, limited access, and shielded lighting. (December 9, 1988, Resolution #14707, ACAP Industrial Area 3, Policy 5.A.)
- B. Require a 6-foot-high masonry wall (without additional razor, barbed, or other type of wire) and landscaping for new or redeveloped uses adjacent to the Julia Keen School.
- C. Employ defensible space concepts in new industrial development.



ARROYO CHICO AREA PLAN

INDUSTRIAL AREA 3

Legend

- Arroyo Chico Plan Area
- Industrial Area 3 Boundary
- ① Light Industrial Uses
- ② Campus and Light Industrial Uses

(Map Amended on December 19, 1988 by Resolution No. 14707)

Policy 6.

Allow light industrial uses in appropriate locations.

Implementation Techniques

- A. Encourage light industrial uses which are compatible with Davis Monthan Air Force Base in the area between the Palo Verde/Veterans' Interchange and Alvernon Way.
- B. Require full compliance with Gateway Route specifications along the golf Links Extension, if the roadway is so designated at the time of annexation.
- C. Project the Pueblo Gardens Neighborhood by requiring industrial development northeast of Fairland Stravenue to utilize appropriate design elements (such as building setbacks, screening and landscaping along Fairland Stravenue, shielded or directed lighting, screening of outdoor storage and trash receptacles, the application of defensible space concepts, and special air and water pollution controls, etc.).

TRANSPORTATION

The major street circulation system in the Arroyo Chico area is characterized by a section line grid pattern. The grid is intersected by the existing Aviation Highway (proposed State Route 210) and by the north-south Kino Corridor.

Major Streets and Routes

The City's *Major Streets and Routes Plan (MS&RP)*, adopted in November, 1982, identifies street classifications, rights-of-way, and special routes. (See Map 10.) Future arterial widenings are expected as additional development occurs and traffic volumes increase in the area.

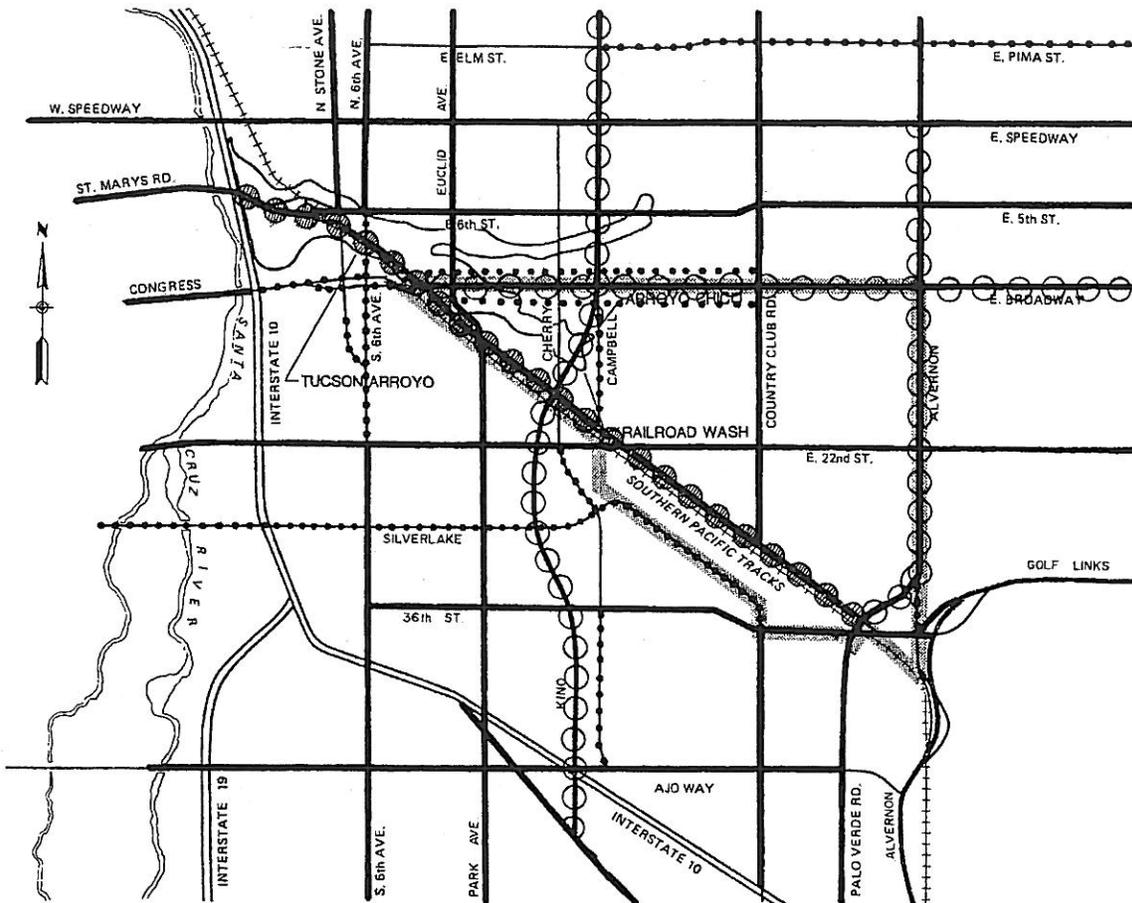
The Broadway Corridor Study is currently under way regarding possible roadway and transit solutions to year 2000 travel demands. The 11-mile corridor study, between Euclid and Houghton Road, is expected to be completed in the fall of 1986. Broadway is a designated Gateway Route in the *MS&RP*, and visual aesthetics will be an important consideration in all transportation proposals.

State Route 210 (Aviation Parkway)

The Mayor and Council adopted a transportation alternative in December, 1982, which included a five mile controlled access parkway connecting the Golf Links and Alvernon Corridors on the southeast with St. Mary's Road near Interstate 10 on the northwest. (See Maps 10 and 11.) In June 1985, the Mayor and Council adopted the Concept Design Report for State Route 210, or Aviation Parkway.

The proposed SR 210 traverses the southern portion of the Arroyo Chico area. The roadway will consist of a four- to six-lane facility with grade-separated interchanges within the Arroyo Chico plan area at Kino Boulevard, 22nd Street (partial), and the Golf Links/Alvernon Corridors. Access to and from the parkway will be available through at-grade signalized intersections at the 22nd Street eastbound ramp, Country Club Road, 34th Street, and the Palo Verde interchange ramp east of 34th Street. Also, the Euclid-Park Transition will be depressed under SR 210.

Right-of-way acquisition will result in the modification of neighborhood circulation through a number of street closures, including cul-de-sacs at Park, Campbell, Vine, and Warren Avenues, Tucson Boulevard, and 31st Street. Bristol and Treat Avenues will connect with a "U" shaped loop just north of the Parkway, and a frontage road will be provided to connect the stravenues in the Julia Keen Neighborhood.



**ARROYO CHICO AREA PLAN
MAJOR STREETS AND ROUTES**



Legend

-  Arterial Street
-  Collector Street
-  Gateway Route
-  Parkway Route
-  Setback Line
-  Plan Boundary

Note: See Major Streets and Routes Plan for specific information

Prepared for:
CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION
Prepared by:
Finical & Dombrowski/
Barton-Aschman Associates, Inc.
A Joint Venture

Map 10

The construction of SR 210 introduces opportunities to enhance and protect the neighborhoods located adjacent to the Parkway. For example, the screen walls, limited access, and landscape buffer are expected to create a hard, continuous edge which will restrict the movement of transients and vehicular traffic through the neighborhoods. Property acquisition will create "L" intersections in the San Antonio Neighborhood at Fremont, Star, and Highland Avenues. The approximately 90 degree intersections, coupled with the closure of Park Avenue just north of the Parkway, will restrict circulation within the neighborhood and encourage business-related traffic to utilize Kino/Winsett. In fact, some of the currently proposed stop signs in the San Antonio Neighborhood will be unnecessary after the Aviation improvements are completed.

The frontage road in the Julia Keen Neighborhood, from Camilla Stravenue on the north to Layton Place on the south, will allow intra-neighborhood circulation. The median on Layton Place will separate residential and industrial traffic and create a visual definition of the edge between the neighborhood and the 34th Street industrial area.

Current schedules indicate that the existing Aviation Highway may be widened to four lanes between 1987 and 1992, with most of the Parkway construction occurring between 1992 and 1997. The Julia Keen frontage road is projected to be built between the years 1997 and 2005. The availability of funds, however, might accelerate this schedule.

Kino

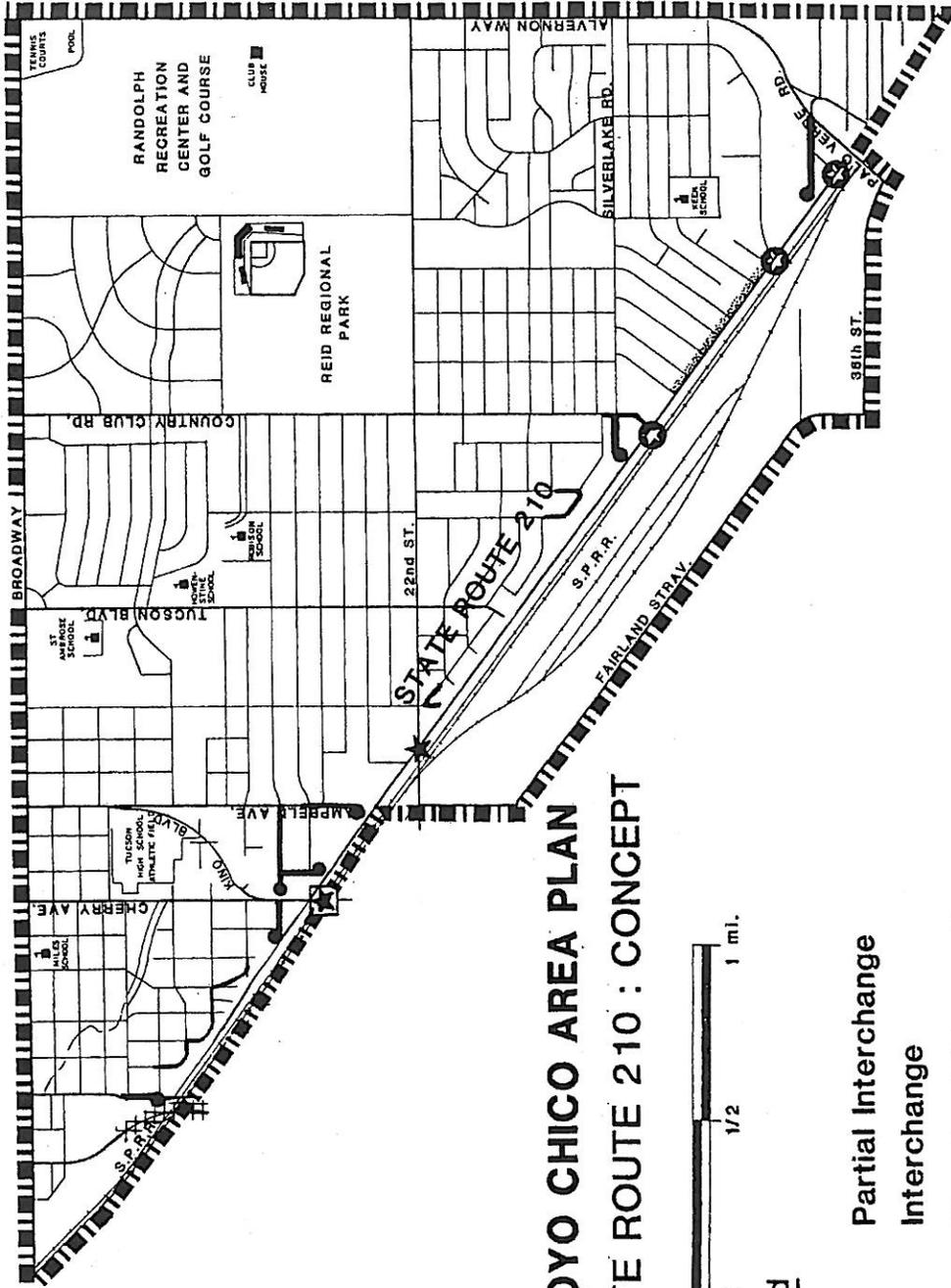
Kino Boulevard is a divided four- to six-lane arterial designed to allow a smooth flow of traffic between Broadway and Valencia Road, within the Campbell Corridor. The alignment uses Campbell and Vine Avenues north of the I-10/Campbell Avenue interchange and Benson Highway and Tucson Boulevard south of I-10. The Kino interchange at Aviation is the only grade-separated portion of Kino Boulevard within the Arroyo Chico area. Future implementation, however, may include interchanges at Broadway and 22nd Street. Kino Boulevard construction south of 22nd Street has been completed. Construction within the Arroyo Chico area is expected to occur in 1985-86 south of Winsett Street and in 1986-87 north of Winsett.

Sub-Goal

Provide a transportation system which meets the travel needs of the Arroyo Chico area.

Policy 1.

Provide adequate access to all properties.



**ARROYO CHICO AREA PLAN
STATE ROUTE 210 : CONCEPT**



Legend

- ★ Partial Interchange
- ⊠ Interchange
- ⊙ Signalized Intersection
- └ Cul-de-sac / Street Modifications
- ▬ Frontage Road
- XXXXXX Euclid-Park Underpass

Map 11

Implementation Techniques

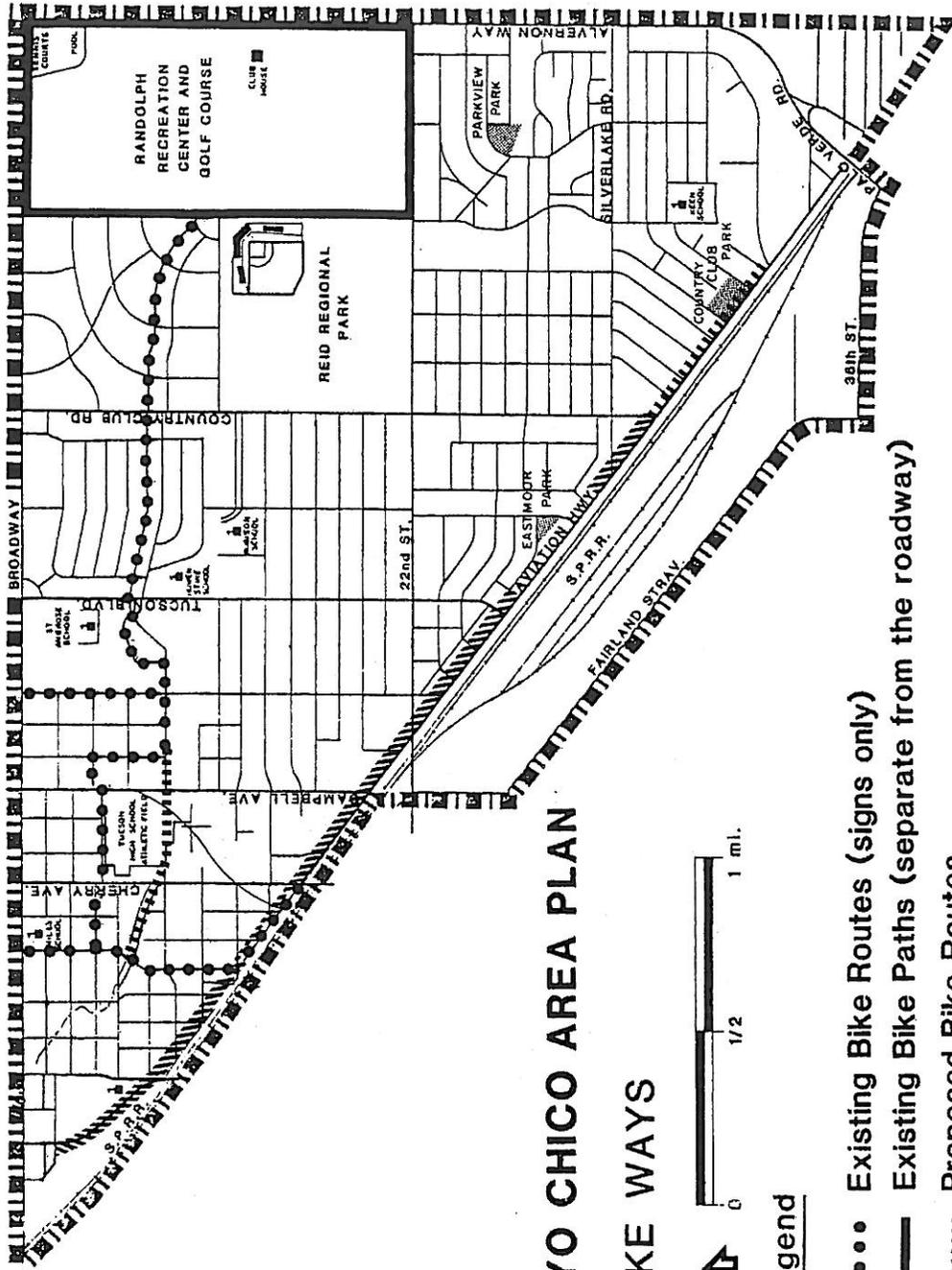
- A. Require that interior pedestrian facilities in all developments be designed to connect to the public sidewalk system and provide safe pedestrian circulation.
- B. Encourage improvement districts to be established to upgrade unimproved streets and alleys.
- C. Consider amending the Tucson *Regional Bikeway Plan* to include the extension of a bike route along the Arroyo Chico west of Campbell Avenue, when sufficient right-of-way has been acquired and in accordance with the results of the Arroyo Chico Basin Management Study (see Arroyo Chico Floodplain Policy 1).
- D. Ensure implementation of the proposed bike path/route in conjunction with SR 210.

Policy 2.

Provide a street system as identified in the *Major Streets and Routes Plan*.

Implementation Techniques

- A. Upgrade the appearance of the built environment along Kino, SR 210, Broadway and Alvernon, by utilizing the Gateway guidelines as specified in the *Major Streets and Routes Plan* or a Gateway Route ordinance, when adopted.
- B. Review *Major Streets and Routes Plan* street classifications as traffic conditions change in Arroyo Chico and if areas within County jurisdiction are annexed into the City.
- C. Monitor the final design phases of the SR 210 planning project, to ensure implementation of proposed screening, landscaping, and other buffers.



ARROYO CHICO AREA PLAN

BIKE WAYS



Legend

- Existing Bike Routes (signs only)
- Existing Bike Paths (separate from the roadway)
- ▤ Proposed Bike Routes
- ▨ Proposed Bike Paths (in conjunction with SR-210)

Map 12

DAVIS-MONTHAN AIR FORCE BASE

The Davis-Monthan Air Force Base (DMAFB) is located adjacent to the Arroyo Chico plan area, east of Alvernon Way. The continued compatibility of defense and training activities with surrounding uses has become an increasing concern as the growth of the metropolitan area extends around the base.

Land use compatibility is guided by noise level considerations and aircraft accident potential. These factors are reflected in the "Air Installation Compatible Use Zone" (AICUZ) concept, developed by the United States Air Force. Map 13 delineates the boundary between the Ldn 65-70 and Ldn 70+ areas in the AICUZ.

It is generally recognized that noise-sensitive uses, such as residences and schools, are inappropriate in the Ldn 70+ area. Noise sensitive uses may be appropriate in areas with noise levels ranging from Ldn 65 to Ldn 70, if acoustical treatment reduces interior noise levels to Ldn 45. These general land use principles, however, are difficult to apply to the Arroyo Chico area, since most of the land within the AICUZ is already built up with established single-family neighborhoods.

Two areas within the AICUZ have been identified on Map 13. Area I includes noise levels ranging from Ldn 65 to Ldn 80 and is within the first Aircraft Accident Potential Zone from the base. AICUZ recommendations primarily suggest industrial or heavy business uses for this area. Although most of Area I is developed and/or zoned for industrial uses, portions of the Keen Elementary School site and the Julia Keen Neighborhood are located here.

Area 2 includes noise levels ranging from Ldn 65 to Ldn 75 and experiences a reduced accident potential. Noise tolerant uses which do not involve concentrations of employees or patrons are generally considered appropriate in Area 2, if acoustical treatment is utilized to reduce noise levels.

Although the portion of the Arroyo Chico area which is located in the AICUZ is largely built up, new and redeveloped uses should incorporate the following policies to address noise considerations without introducing incompatible uses into established neighborhoods.

Sub-Goal

Encourage land use compatibility between the Air Base and adjacent development.

Policy 1.

Ensure compatibility of new development with existing and future operations of Davis-Monthan Air Force Base.

Implementation Techniques

- A. Rezoning requests should be reviewed on a case-by-case basis with regard to current and future base operations.
- B. Request Davis-Monthan Air Force Base Community Planning staff to review proposed development plans for the Arroyo Chico area.
- C. Request a "Fair Disclosure Statement" be part of any development plans, informational brochures, and sales/rental agreements, indicating that certain types of military air and ground training activities occur at Davis-Monthan.
- D. Prohibit development which would create a hazard to aircraft, including uses which interfere with navigation aids, produce smoke emissions or excessive illumination, allow petroleum storage or explosives manufacture, or attract birds or other hazards to aircraft.
- E. Work with Davis-Monthan officials to develop an Airport Approach Zone for the Davis-Monthan Air Force Base environs, to include noise, building height, and land use considerations.

Policy 2.

Ensure compatibility of base operations with existing and potential adjacent development.

Implementation Techniques

- A. Request Davis-Monthan Air Force Base Community Planning to review plans regarding future expansion or changes for compatibility with off-base development.
- B. Encourage Davis-Monthan Air Force Base to screen existing and proposed non-compatible uses from adjacent developments.
- C. Support the efforts of the inter-agency Davis-Monthan Overflight Work Group in reducing the number and impact in flights over the urban area.

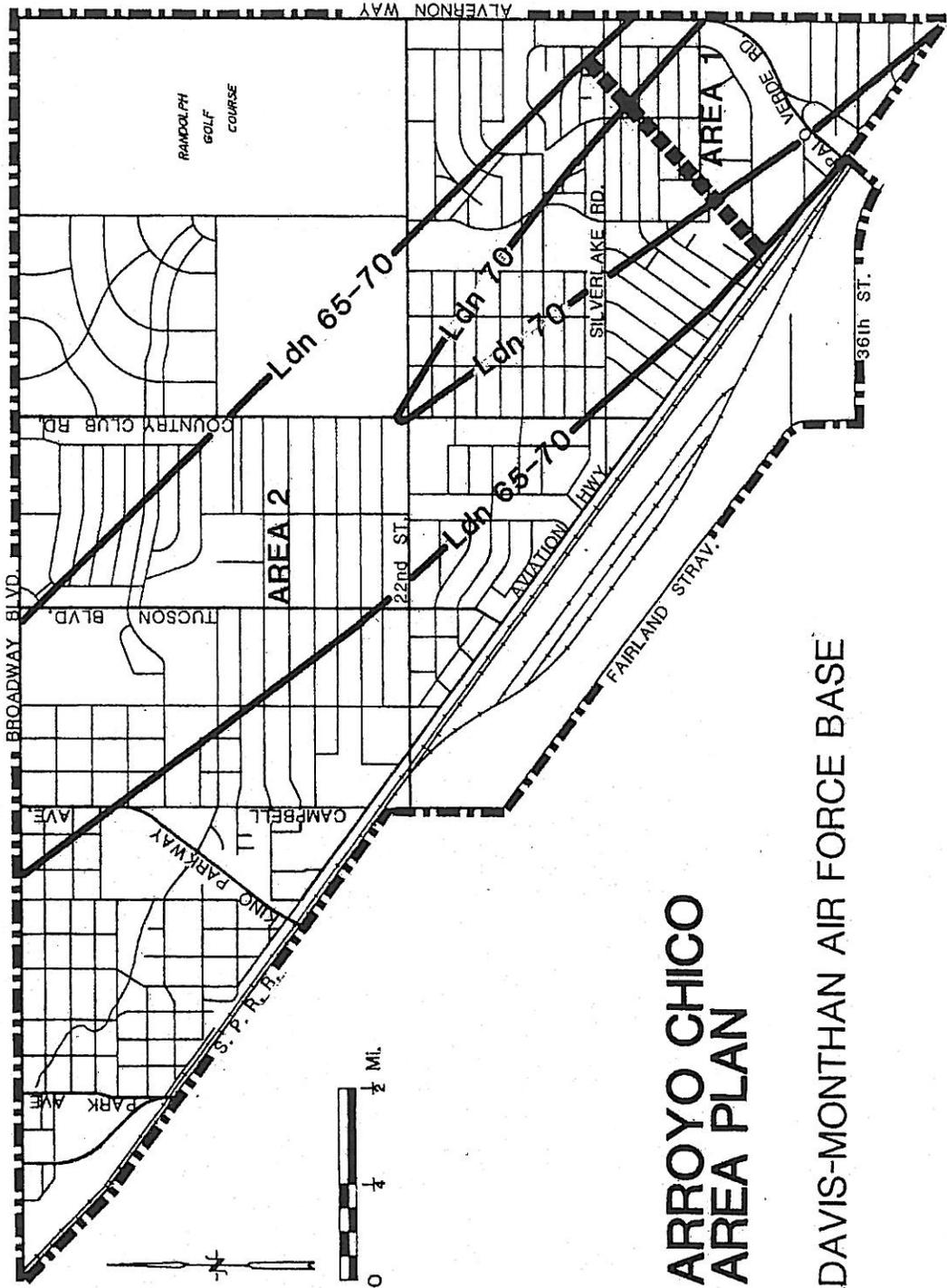
Policy 3.

Encourage new development to be consistent with Air Installation Compatible Use Zone (AICUZ) guidelines when compatible with *Arroyo Chico Area Plan* general policies.

Implementation Techniques

- A. Encourage new development of residential and other noise sensitive uses to incorporate acoustical treatment measure which will reduce interior noise levels to a maximum of 45 Ldn. (See Noise Sensitive Uses definition.)
- B. Encourage acoustical treatment during redevelopment of structures containing noise sensitive uses, when the renovation will cost 50 percent or more of the value of the original structure at the time renovation is to begin.
- C. Selected industrial, warehouse, and wholesale uses are appropriate in Area 1, when consistent with other *Arroyo Chico Area Plan* general polices (see Map: Davis-Monthan Air Force Base).
- D. Protect existing neighborhoods from the intrusion of uses which meet AICUZ guidelines but are incompatible in intensity with surrounding development.²

² Scrivener's error; revised December 4, 2001. Previously read "Protect existing neighborhoods from the intrusion of uses which meet AICUZ guidelines but are compatible with intensity with surrounding development."



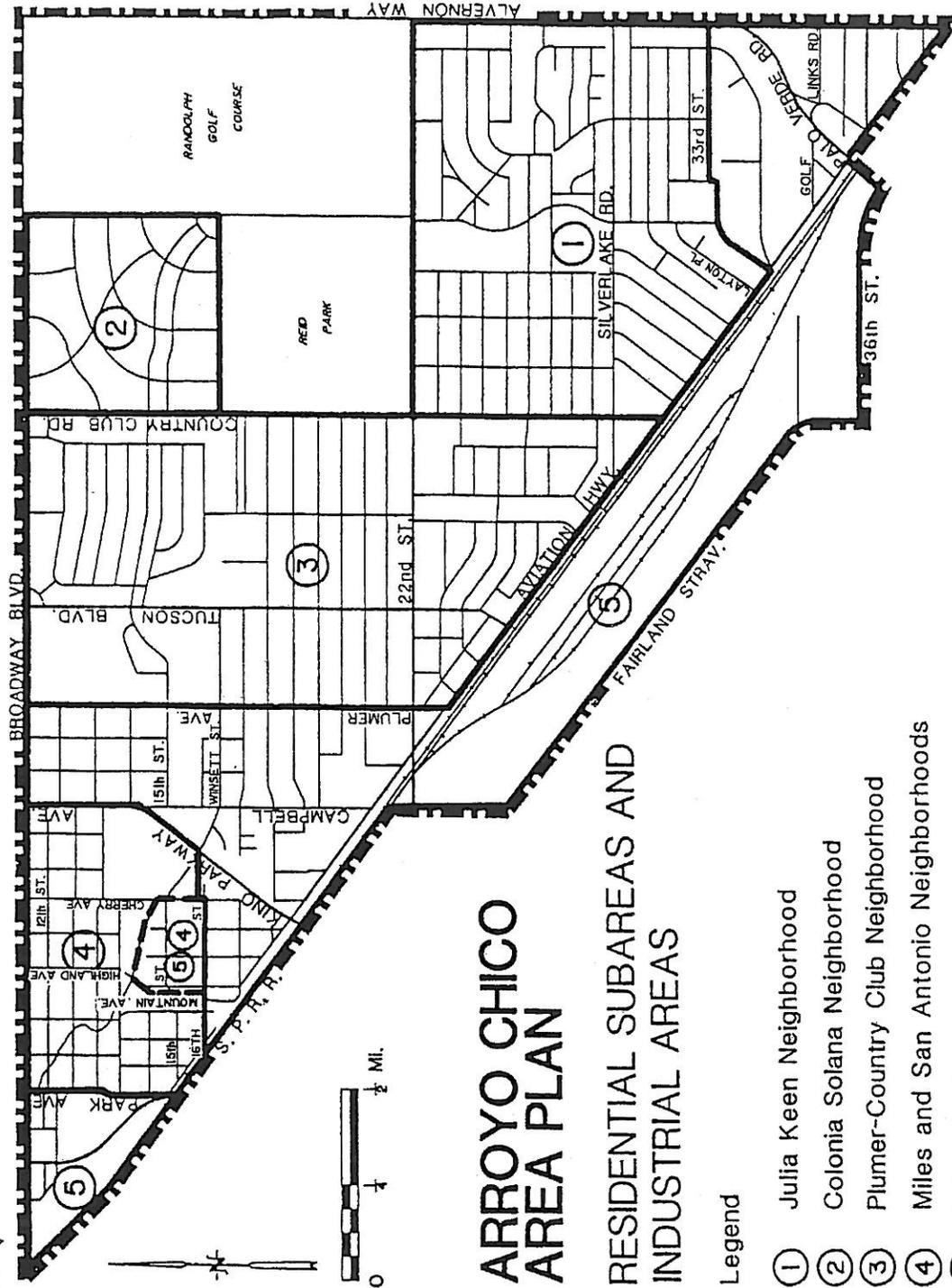
ARROYO CHICO AREA PLAN

DAVIS-MONTHAN AIR FORCE BASE

7-88

RESIDENTIAL SUBAREAS

Subarea policies have been developed for four residential neighborhoods in the Arroyo Chico Area (see Map: Residential Subareas): the Miles and San Antonio Neighborhoods south of Broadway and west of Campbell; the Plumer-Country Club Neighborhood between Broadway and Aviation; the Colonia Solana Neighborhood south of Broadway and east of Country Club; and the Julia Keen Neighborhood, bounded by 22nd Street on the north, Alvernon Way on the east, Country Club Road on the west, and Aviation Highway, Layton Place and 33rd Street on the south. Development in the subareas, while subject to the general policies and implementation techniques listed earlier in the plan, is further guided by more specific policies addressing topics and issues of special concern.



ARROYO CHICO AREA PLAN

RESIDENTIAL SUBAREAS AND INDUSTRIAL AREAS

Legend

- ① Julia Keen Neighborhood
- ② Colonia Solana Neighborhood
- ③ Plumer-Country Club Neighborhood
- ④ Miles and San Antonio Neighborhoods
- ⑤ Industrial Areas

Subarea 1: MILES AND SAN ANTONIO NEIGHBORHOODS

Profile

The Miles and San Antonio Neighborhoods located directly east of downtown, between Broadway and the SPRR tracks, were primarily settled in the 1920s. Miles Neighborhood was conceived as a southern extension of the University Heights subdivision, while San Antonio Neighborhood is thought to have evolved as a northern extension of the "Millville" neighborhood south of the railroad tracks. Arroyo Chico runs between the Miles and San Antonio Neighborhoods and is viewed as a potential amenity which would enhance and link the two areas.

Two planned transportation improvements will impact the Miles and San Antonio Neighborhoods:

- State Route 210 (Aviation Highway) along the southern boundary of the subarea.
- Kino Boulevard along the east boundary of the subarea.

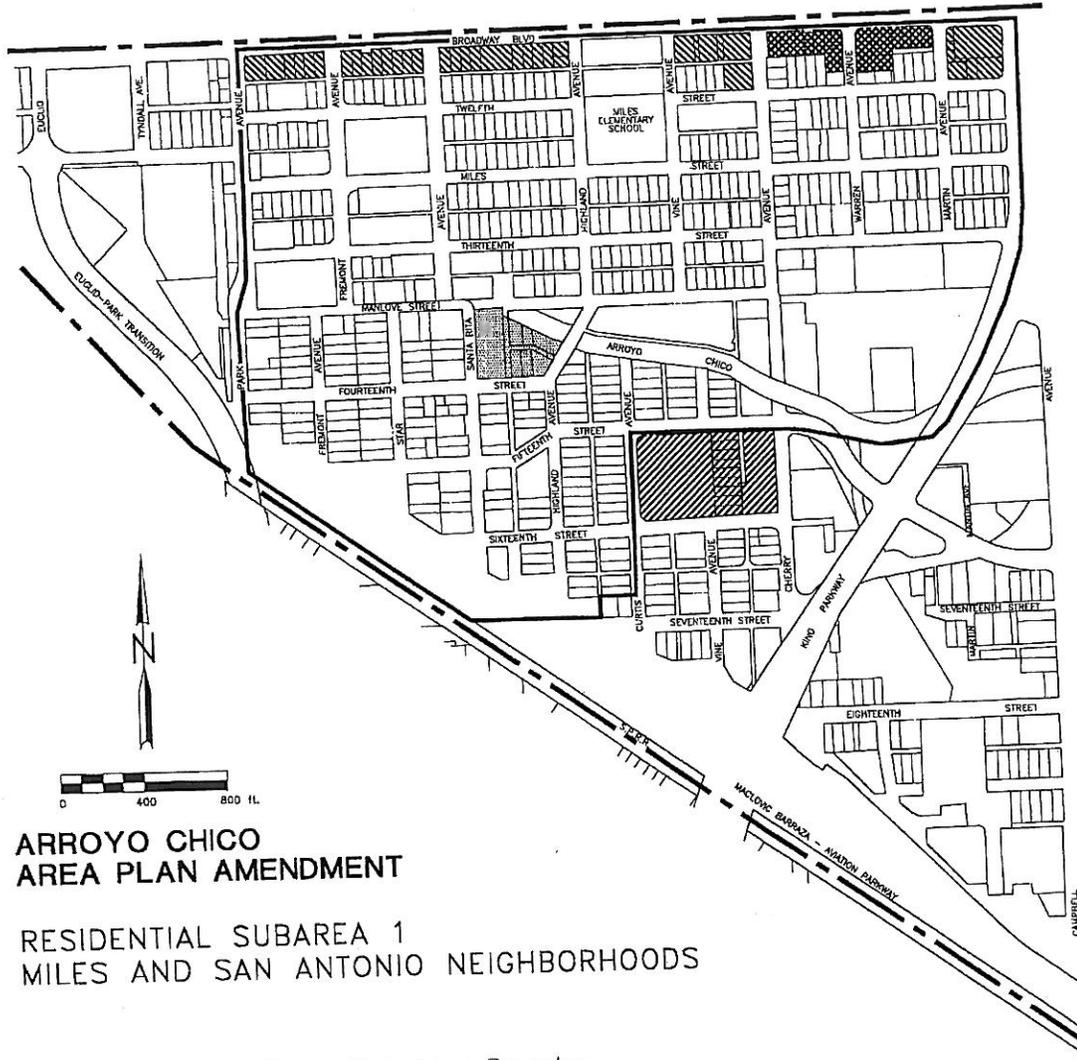
Construction of SR 210 will include depressing the Euclid/Park Transition under the highway. Also, the results of the Broadway Corridor Study may have impacts on the northern boundary of the subarea.

The Park-Cherry Neighborhood Interim Land Use Policy was adopted in 1981 to provide temporary development guidelines until completion of the Arroyo Chico Area Plan. The Interim Policy addressed the area bounded by Broadway on the north, Cherry Avenue on the east, the Southern Pacific Railroad on the south, and Park Avenue on the west. A 1982 amendment to the Interim Policy proposed residential and park industrial uses south of the Arroyo Chico, east of Highland Avenue, and north of 16th Street. The plan called for continued industrial development south of 16th Street.

The Miles and San Antonio Neighborhoods are subject to flooding from Arroyo Chico during major storms. Infill development prior to the completion of a Basin Management Study (see "Arroyo Chico/Flood Control") may be constrained by existing flood conditions. Higher density and campus industrial infill may be feasible if proposed improvements in conjunction with SR 210 and Kino Boulevard reduce the 100-year floodplain, or if a Basin Management Study is conducted and flood control/floodplain management measures are implemented.

Sub-Goal

Preserve the character and integrity of the Miles and San Antonio Neighborhoods.



**ARROYO CHICO
AREA PLAN AMENDMENT**

**RESIDENTIAL SUBAREA 1
MILES AND SAN ANTONIO NEIGHBORHOODS**

-  Arroyo Chico Plan Area Boundary
-  Subarea 1 Boundary
-  Campus Industry Allowed
-  Proposed Neighborhood Park
-  Existing and Proposed Office and Higher Density Residential
-  Existing and Proposed Office and Commercial Uses

Map Amended on February 10, 1997, by Resolution No. 17544

Policy 1.

Protect the Miles and San Antonio Neighborhoods from negative impacts of transportation improvements.

Implementation Techniques

- A. Cul-de-sac Cherry Avenue north of Arroyo Chico. (See Map: Residential Subarea 1.)
- B. Review Highland Avenue for possible improvement to an all-weather arroyo crossing through the Capital Improvement Program process.
- C. Consider the location of traffic control devices at Highland and Miles (4-way stop) and at other four-comer intersections along Highland Avenue, if approved by the City Department of Transportation in accordance with National standards and guidelines. (See Map: Residential Subarea 1.)
- D. Encourage the installation of traffic stop signs in the San Antonio and Miles Neighborhoods as illustrated on Residential Subarea I Map.
- E. Consider the installation of a yellow flashing light at Highland Avenue and Broadway in conjunction with the Broadway Corridor Study, to facilitate safe pedestrian crossing, especially during reversible lane hours.
- F. Ensure the implementation of the landscape buffer and bike route described in State Route 210 (Aviation Corridor): Concept Design Report. (See Map: Residential Subarea 1.)
- G. Retain residential uses along Kino Boulevard between Twelfth Street and the ArroyoChico.
- H. Landscape excess right-of-way along Kino Boulevard which is not purchased by adjacent land owners, if the Miles Neighborhood Association or adjacent property owners agree to maintain.

Policy 2.

Encourage development along Broadway which is compatible with surrounding residential uses. (See Also Commercial Policies.)

Implementation Techniques

- A. Encourage new development which is consistent with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.

- B. Require commercial uses to access arterial streets.

Policy 3.

Support public uses in the Miles and San Antonio Neighborhoods which serve neighborhood needs.

Implementation Techniques

- A. Encourage the continued use of the Miles School (Exploratory Learning Center) as either a neighborhood or an "open" school.
- B. Encourage the development of a natural open space corridor along the Arroyo Chico between Park and Campbell Avenues. (See Arroyo Chico Watercourse Policies I and 2.)

Policy 4.

Encourage residential infill development in order to augment the residential component of the area.

Implementation Techniques

- A. Encourage residential infill in the area bounded by Arroyo Chico, Curtis Avenue, Sixteenth Street and Mountain Avenue, as well as in the area south of Sixteenth Street and west of Curtis Avenue.
(Amended by Resolution No. 17544 on February 10, 1997, to promote residential infill)
- B. Encourage high-density infill development along the arroyo, where flood conditions allow.
- C. Support Land Use Code compliance with home occupation regulations which prohibit outside storage and other outside evidence of home businesses.
- D. Require full compliance with Arroyo Chico/Flood Control policies I and 2 and all new development.
- E. Require traffic impact analysis during rezoning for high-density residential projects on the existing neighborhoods.
(Policy 5.A. & B. deleted by Resolution No. 17544 on February 10, 1997, to promote residential infill)

Subarea 2: PLUMER-COUNTRY CLUB NEIGHBORHOOD

Profile

The Plumer-Country Club Neighborhood is bounded by Broadway, Aviation Highway, Plumer Avenue, and Country Club Road. It is characterized by established single-family subdivisions, with commercial uses concentrated on 22nd Street, Broadway, and at major intersections. Industrial uses are located west of the neighborhood (west of Plumer Avenue), and Reid Park, the Colonia Solana Neighborhood, and the Julia Keen Neighborhood are located to the east.

Although the area is largely built out with stable residential uses, the area is expected to experience development pressure from SR 210 improvements and possibly by the improvements which result from the Broadway Corridor Study.

Proposed improvements in conjunction with SR 210 construction include the closure of Tucson Boulevard at the Parkway, a partial interchange at 22nd Street, and an at-grade signalized intersection of SR 210 and Country Club Road. Also, right-of-way acquisition for SR 210 construction may result in the State purchase and possible resale of business properties along Aviation between Plumer Avenue and Tucson Boulevard.

Sub-Goal

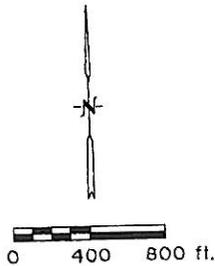
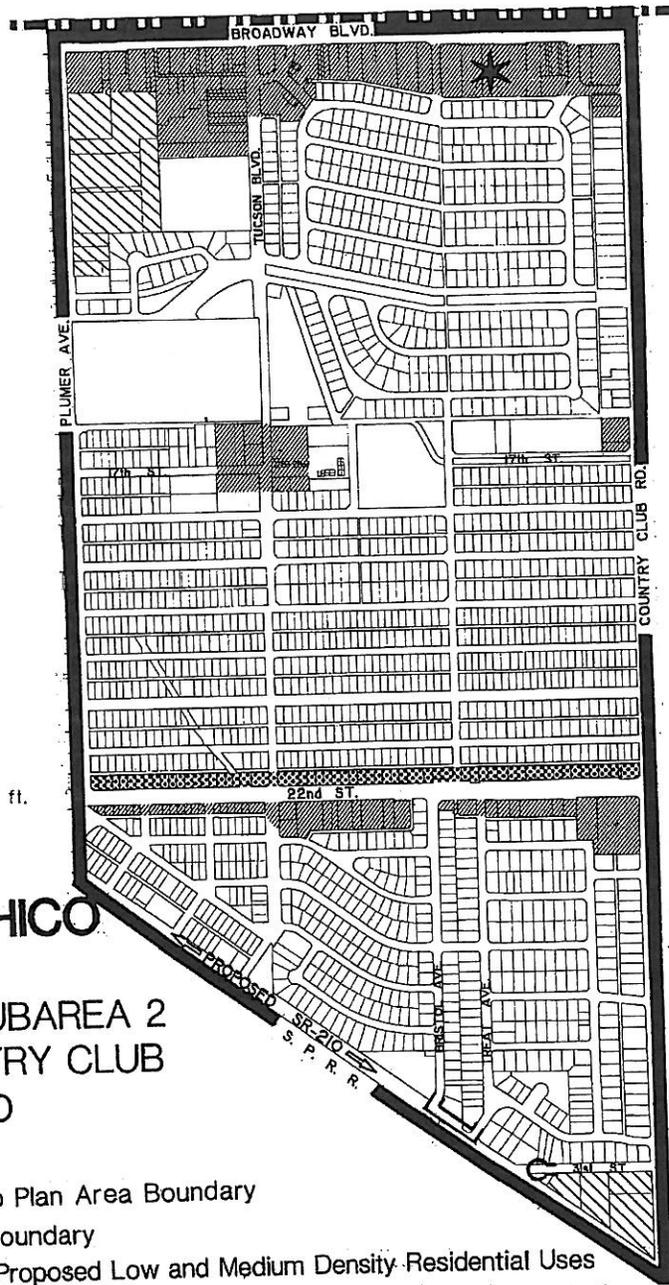
Preserve existing residential areas in the Plumer-Country Club Neighborhood.

Policy 1.

Stabilize existing residential areas in the Plumer-Country Club Neighborhood.

Implementation Techniques

- A. Encourage low and medium-density residential uses along Tucson Boulevard, except where commercial uses already exist at the intersections with Broadway, 17th Street, and 22nd Street. (See also Public/Semi-Public Policy 2C.)
- B. Discourage office or commercial uses along Country Club Road, except where current zoning permits (between 17th Street and Campeste, at the intersection with 22nd Street and between Silverlake and SR 210).
- C. Apply Policy 2 of "Development Along Major Streets" for residential conversions along 22nd Street.
- D. If a change in development plan is requested for the Regency Square site (see Map: Residential Subarea 2), require the new proposal to:



**ARROYO CHICO
AREA PLAN**
RESIDENTIAL SUBAREA 2
PLUMER-COUNTRY CLUB
NEIGHBORHOOD

Legend

-  Arroyo Chico Plan Area Boundary
-  Subarea 2 Boundary
-  Existing and Proposed Low and Medium Density Residential Uses
-  Existing and Proposed High Density Residential, Office and Commercial Use
-  Existing and Proposed Higher Density Residential and Office
-  Existing and Proposed Industrial
-  C)) Cul-de-sacs and Street Modifications Inconjunction with SR 210
-  * Regency Square Site

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- i. buffer adjacent residences with screening, landscaping and transition of height and density;
 - ii. limit building heights to 4-6 stories;
 - iii. meet Arroyo Chico general and subarea policies.
- E. Prohibit rezonings which would allow additional industrial zoning east of Plumer Avenue.
- F. Require new and redeveloped industrial uses to provide visual and noise buffers for surrounding residential uses and St. Ambrose School.

Policy 2.

Protect established residential areas from commercial encroachment as the result of transportation improvements.

Implementation Techniques

- A. Encourage new and proposed developments along Broadway to assemble small parcels into larger sites, to allow for flexible site design and to limit the number of access points onto Broadway.
- B. Encourage new development which is consistent with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.
- C. Ensure implementation of the landscape buffer, noise screening, and bike path as proposed in the *State Route 210 (Aviation Corridor); Concept Design Report*.
- D. Encourage low and medium-density residential uses for excess right-of-way along SR 210 which will have only local street access.

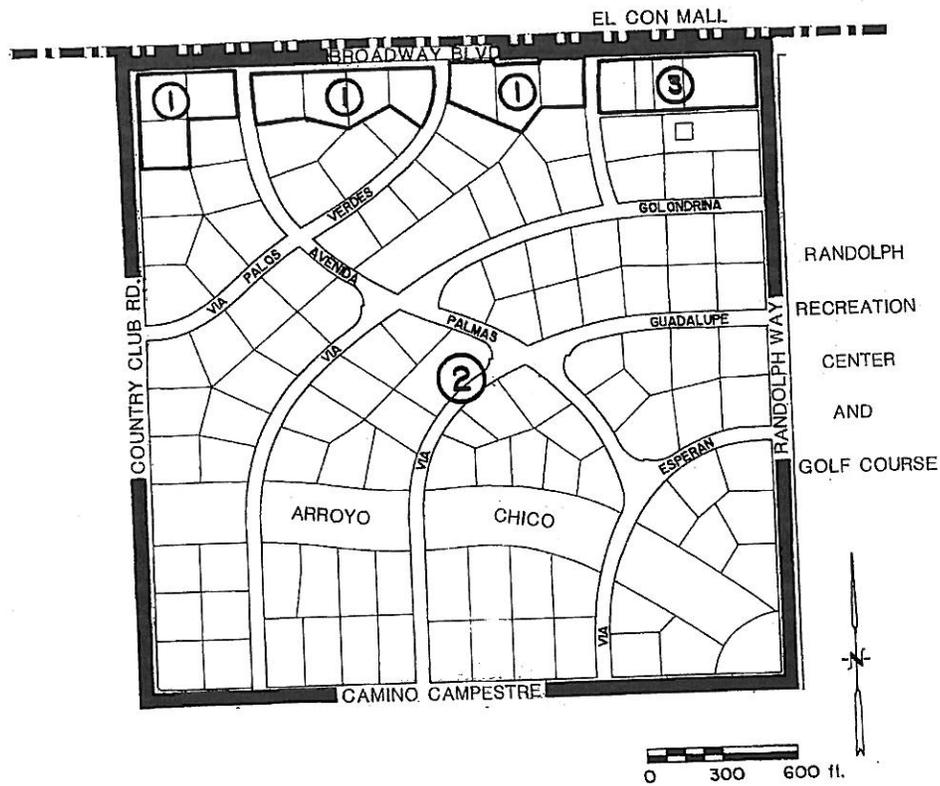
Subarea 3: COLONIA SOLANA NEIGHBORHOOD

Profile

The Colonia Solana Neighborhood is located near a regional shopping center (El Con Mall) and a regional park (Reid Park and Randolph Recreation Center), south of Broadway and east of Country Club Road (see Map: Residential Subarea 3). A plan for the El Encanto and Colonia Solana Neighborhoods was adopted in 1980, providing design criteria and land use recommendations. The land use policies recommend single-family homes throughout all of the Colonia Solana Neighborhood except for townhomes along Broadway and at its intersection with Country Club Road.

Policies and Implementation Techniques

The El Encanto/Colonia Solana land use policies should be reaffirmed and enforced in accordance with the design criteria set forth in the plan (see Map: Residential Subarea 3). The *El Encanto/Colonia Solana Neighborhood Plan* policies are more specific than, and therefore supersede, those of the Arroyo Chico Area Plan. (See *Appendix: El Encanto/Solana Neighborhood Plan*.)



ARROYO CHICO AREA PLAN

RESIDENTIAL SUBAREA 3 COLONIA SOLANA NEIGHBORHOOD

Legend

-  Arroyo Chico Plan Area Boundary
-  Subarea 3 Boundary
-  Existing and Proposed Low Density Townhomes
-  Existing and Proposed Low Density Single Family Uses
-  Existing Office and Commercial

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Subarea 4: JULIA KEEN NEIGHBORHOOD

Profile

The Julia Keen Neighborhood is bounded by 22nd Street on the north, Alvernon way on the east, Aviation Highway on the south, and Country Club Road on the west (see Map 18). The Veterans Interchange (Alvernon-Palo Verde Transition) is located in the County at the southeastern corner of the neighborhood. The Julia Keen Neighborhood Plan, adopted in 1959, consisted of a proposed zoning map. The list of specific land use policies which accompanied the Plan was never formally adopted.

The neighborhood is largely built-out and has generally developed in conformance with the guidelines provided by the plan policies. The neighborhood contains a variety of housing types in stable residential areas. The industrial area along 34th Street, however, expanded beyond the boundaries originally proposed through a series of rezoning requests. A plan amendment adopted in 1985 redefines the perimeter of the industrial area, not to extend north or west of the parcel at the northeast corner of Layton Place and 34th Street. The 1959 Plan called for single-family residential uses along 22nd Street, except for the intersections with Country Club Road, Jones Boulevard, and Alvernon Way. Increased traffic on 22nd Street is expected to result in development pressures for a transition away from single-family residential uses. New policy guidance is needed to promote the continued stabilization of existing neighborhoods and to address the needs of transitional uses. In order to meet these needs, the Julia Keen Neighborhood Plan was rescinded so that future development may be guided by the following policies (Resolution #13487).

Sub-Goal

Preserve existing residential areas in the Julia Keen Neighborhood.

Policy 1.

Stabilize existing residential areas in the Julia Keen Neighborhood. (See also Industrial Area 3, "Development Along Major Streets" Policy 4, and Residential Subarea 2, Policy 1B.)

Implementation Techniques

- A. Ensure that commercial development along Alvernon Way does not extend west of current zoning boundaries, except allow commercial development to expand west to Winstel Avenue, between Juarez Street and 25th Street, solely to provide parking for the contiguous businesses on Alvernon. (See Map: Residential Subarea 4.)

(Amended on November 22, 2005 by Resolution No. 20217 to allow parking)

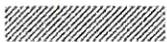


Arroyo Chico Area Plan

(Map Amended on December 19, 1988 by Resolution No. 14707)

Residential Subarea 4
Julia Keen Neighborhood

Legend

-  Arroyo Chico Plan Area Boundary
-  Subarea 4 Boundary
-  Existing and Proposed Office and Higher Density Residential Uses
-  Existing and Proposed Commercial and Office Uses
-  Existing Residential to be Retained
-  Existing Residential and Proposed Parking for Commercial Uses
(Map Amended on November 22, 2005 by Resolution No. 20217 to allow Parking)

- B. Ensure implementation of the frontage road system and landscape buffer along the future SR 210, described in the State Route 210 (Aviation Corridor): Concept Design Report.
- C. Encourage the continued utilization of the Julia Keen Elementary School as a neighborhood school, and reevaluate attendance boundaries periodically, utilizing major streets wherever attendance levels permit.

Policy 2.

Allow for a variety of commercial, office, and residential uses along 22nd Street between Country Club Road and Alvernon Way.

Implementation Techniques

- A. Allow rezonings for office and higher density residential uses along 22nd Street, across from Reid Park and Randolph Recreation Center.
- B. Limit the height of new office and higher density residential structures to two stories or 26 feet.
- C. Encourage new and proposed development to assemble small parcels into larger sites to allow for flexible design and to limit the number of access points onto 22nd Street.
- D. Limit the redevelopment of single-family residential uses to commercial, office, or high-density residential uses to those parcels with 22nd Street frontage and access. (See Map: Residential Subarea 4.)
- E. Encourage new development which is constant with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.