



PLANNING COMMISSION

Planning and Development Services Department • 201 N. Stone Ave. • Tucson, AZ 85701

DATE: November 2, 2011

TO: Planning Commission

FROM: Ernie Duarte
Executive Secretary

SUBJECT: *West University Neighborhood Plan and University Area Plan Amendments, PA-11-01 – West University Transition Area, Transit-Oriented Development (TOD) Public Hearing (Ward 6)*

Issue: This plan amendment was initiated by the Mayor and Council on June 28, 2011. It involves policies and maps within both the *West University Neighborhood Plan (WUNP)* and the *University Area Plan (UAP)*. Mayor and Council have made it clear that development along the 3.9 mile modern streetcar route needs to support the new transit infrastructure investment. Further, land use policy in the streetcar focus area should be developed to create a multi-modal area with a mix of uses and support transit ridership. The amendment also involves connected policies from the *UAP*.

If the plan amendment is adopted, it is anticipated that Mayor and Council will initiate a rezoning of all or a portion of the Transition Area to an urban overlay district (UOD). The UOD will offer a zoning option to property owners who intend to design their projects in accordance with the heights, uses, and design guidelines spelled out in the draft policies.

Campus Acquisitions, a Chicago-based company, met with Planning and Development Services Department (PDSD) staff and expressed interest in developing a significant multi-story, mixed use development in the vicinity of Tyndall Avenue and First Street within the Transition Area. The company has been working with the Marshall Foundation to expedite this project so that it is ready for the student housing market at the beginning of the 2013 fall semester.

Ward 6 requested that Campus Acquisitions, the Marshall Foundation, and the officers of the West University Neighborhood Association (WUNA) review early proposals for their acceptability as guidelines for future development of the area. Campus Acquisitions has offered to have their architecture consultants (Shepley Bulfinch – Phoenix branch) work with staff to produce graphics, exhibits, and design suggestions for this plan amendment proposal. The consultant assistance has allowed PSDS staff to move in a more expedited fashion to bring this plan amendment forward to the Planning Commission.

Recommendation: Staff recommends the Planning Commission forward the Transition Area policy proposals to Mayor and Council with a recommendation to amend the *West University Neighborhood Plan* and the *University Area Plan* to allow the recommended modifications to support and guide transit-oriented development (see Attachments 1A and 1B).

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Changes to the *WUNP* include a new Transition Area policy section and maps addressing land use designations, land uses, building and massing, design guidelines, and a transportation study. Noteworthy items include the following:

- Area 1, Subarea C – recommend building heights of four and six stories with design review guidelines; and
- Area 2, the ‘Noonan Property’ – recommend four stories along the Euclid Avenue frontage; and six stories to the east, with design review guidelines.

Changes to the *UAP* include recommending that the policy requiring vehicular access to a major street, for new projects with a density of seven units per acre or more, be revised to exclude the Transition Area. Also, it is recommended that the term “pedestrian commercial districts” be changed to “pedestrian districts”, and that the pedestrian district designation of the Main Gate area be expanded to apply to the entire Transition Area.

Public Contact: Beginning in early August 2011, there have been meetings with the Marshall Foundation, Campus Acquisitions, WUNA, and staff. Staff has also met with various property owners; and representatives of the UA, Metropolitan-Pima Alliance, Southern Arizona Homebuilders Association, Tucson Chamber of Commerce, and the Tucson Association of Realtors. On September 19, 2011, staff held a neighborhood meeting for area property owners, residents, and neighborhood associations. Approximately 35 neighbors attended (see Attachment 2). Since the October 5, 2011 study session staff has continued to meet with stakeholders affected by the plan amendment.

Kim Francev, the owner of two parcels northeast of the Speedway/Euclid intersection (830 and 834 E. Helen St.), called on 10/20/11 and voiced general support for the proposed amendments, including higher intensity development and improving the visual quality of the area southeast of Speedway/Euclid. She is concerned about tall buildings and the loss of privacy in her back yard, and the difficulty pedestrians and bicyclists have crossing Speedway Boulevard between Euclid and Park Avenues.

Lynne Birkinbine, on behalf of five property owners representing eight parcels at the southeast corner of Speedway Boulevard and Euclid Avenue, delivered a packet to staff dated 10/21/11, indicating support for four- to six-story buildings at the southeast corner of Speedway/Euclid, subject to certain criteria (see Attachment 3).

BACKGROUND INFORMATION

Transition Area Overview: The Transition Area is located between the UA main campus, which is east of Park Avenue; and the historic, lower intensity West University neighborhood, which is west of Euclid Avenue. More specifically, it is bounded by Speedway Boulevard on the north, Sixth Street on the south, Park Avenue on the east, and Euclid Avenue on the west

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

(see Attachments 4 and 5). National Register Historic Districts are to the north, south, east and west (see Attachment 6). Approximately sixty percent (60%) of the land in the Transition Area is owned by the Arizona Board of Regents (ABOR) and the Marshall Foundation, which have a long history of working cooperatively on projects in this area. Several parcels south of Speedway Boulevard are owned by various private entities. Two parcels south of Speedway Boulevard are owned by the City of Tucson (see Attachment 7).

Zoning and Historic Preservation. Properties in the Transition Area are mostly zoned for residential and commercial uses. There are also portions of two historic districts in this area: the West University National Register Historic District, and the West University local Historic Preservation overlay Zone (HPZ). About one-quarter of the area is within the local HPZ, and zoning in these areas begins with the letter “H” (see Attachment 8). The National Register District designation confers property tax reductions and incentives, at the State and Federal levels. The local HPZ designation includes design guidelines for alterations to exterior appearance; building heights compatible with those of contributing properties nearby; and Mayor and Council approval, after a public hearing, for demolition of contributing historic properties. Zoning in the Transition Area includes the following:

HR-1, HR-2, HR-3
R-2, R-3
HO-1
HC-1, HC-3
C-1, C-3
HOCR-2

It is important to note that properties owned by ABOR and used for government uses do not have to follow local land use planning and zoning regulations.

Land Use. The Transition Area can roughly be divided into thirds, based on land use (see Attachment 9). The southern third, roughly between Sixth and Fourth Streets, is a UA student housing node, and includes a mix of older and newer multi-story dorms. Interior streets are owned by ABOR, and the area has been designed to favor pedestrians.

The middle portion, along University Boulevard, is the Main Gate commercial district. It consists mostly of commercial and office uses, with a few scattered educational and religious uses. Older buildings are on the south side of University Boulevard, while newer buildings, including the Marriott Hotel, the Louise Foucar Marshall Building, and the UA’s University Services Building, are on the north side of University Boulevard. The Main Gate and Tyndall parking garages, respectively north and south of University Boulevard, are part of this Main Gate area.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

The northern third, roughly between Second Street and Speedway Boulevard, consists of a mix of older commercial, office, and residential uses, with some educational and cultural uses, including the Arizona Historical Museum, and Tucson's main mosque, the Islamic Center of Tucson. This area also includes the only single-family homes in the Transition Area, at the southeast corner of Speedway Boulevard and Euclid Avenue. These homes are within the local HPZ.

Land Use Plans: The Transition Area is within the bounds of the *WUNP*, which in turn is within the bounds of the *UAP* (see Attachment 10). Policies in the *WUNP* provide the most specific direction for development in the Transition Area, however, policies in the *UAP* must also be considered. A summary of relevant key policies is provided below.

West University Neighborhood Plan (1982, updated 1988). The West University Neighborhood was the first suburban neighborhood north of the Southern Pacific Railroad, and was generally developed between 1900 and 1930. By the 1950's and 1960's, the neighborhood was in decline. During the 1960's and 1970's, many historic buildings and homes were lost to demolition, which spurred an interest in maintaining the neighborhood's historic character.

In this context, the West University Neighborhood Association (WUNA) was formed, in 1978. WUNA took the lead, with staff support, in developing the *WUNP*, which focuses on preserving the historic, low-density residential character of the area west of Euclid. Another focus is coordination between WUNA and the UA, regarding UA interests in the neighborhood. Since its formation, WUNA has been very active in land use matters affecting the neighborhood.

In creating TOD within the Transition Area, the following policies have been the most problematic:

- maximum building height of 40 feet;
- maximum residential density of 40 residences per acre;
- maintain existing commercial uses (i.e., existing commercial zoning); and
- residentially-scaled office uses (maximum building height of 16 feet).

Also, there's a lack of policies and design guidelines that promote transit-oriented development.

University Area Plan (1989). This is a policy-based plan in that there is no conceptual land use map. Consistent with the standard land use plan hierarchy, where the policies of the *UAP* conflict or are inconsistent with the policies in the *WUNP*, the policies of the neighborhood plan shall apply.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Plan goals recognize the nature and potential of the UA and its immediate environs as a relatively compact, pedestrian-oriented regional activity center, and promote strengthening the identity and quality of the UA area consistent with City-wide and neighborhood goals. The plan identifies the Main Gate area as a pedestrian commercial district. Within these districts, policies support the consolidation of adjacent development parcels to provide integrated circulation and access; and encourage activities that support the continued vitality of the district. These policies are consistent with the proposed TOD design guidelines.

In creating a TOD area, the following policy has been the most problematic:

- new residential and mixed-use development at a density of 7 residences per acre or more must have vehicular access to a major street (i.e., an arterial or collector street).

General Plan (2001). The *General Plan* designates the UA as a major educational activity center, and has the strongest policy language promoting the integration of residential and non-residential uses in and near regional activity centers. Policies promote residential development at densities that complement the size and intensity of the activity center, while providing transitions to lower-density residential development. Urban-character housing (15 or more residences per acre) is supported adjacent to major activity centers to provide market support for the activity center, promote the use of alternative modes of transportation, and encourage infill of vacant or underutilized parcels. Other policies promote land use, transportation, and urban design improvements that would link downtown with 4th Avenue, the Warehouse District, and the UA.

Community character and design policies require that all new development incorporate quality in design. Features that enhance the overall function and visual quality of the street, adjacent properties, and the community are encouraged.

October 5, 2011 Planning Commission Study Session: Staff presented background on the *WUNP*, and information on developing a plan amendment proposal to encourage transit-oriented development in the Transition Area. Staff mentioned that two WUNA officers (Chris Gans and Richard Mayers) and a representative of the Marshall Foundation (Tom Warne) were asked to oversee and work with staff on the development of a plan amendment. All three spoke at the study session.

Mr. Warne mentioned there was a good working relationship among them and it reflected a long-term relationship between WUNA and the Marshall Foundation. Mr. Gans mentioned WUNA cannot support the demolition of historic structures. Also, WUNA wants new development in this area to be well-designed and useable by both students and neighbors. He said prior to any public hearing on this matter, he wanted to have a publicly-noticed neighborhood association meeting. Mr. Mayers mentioned he is aware there is a timeframe for the project, but that an important part of the process involves consensus-building with the neighbors.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Various commissioners spoke on the following points:

- Is the UA involved? Staff said they have been briefed and are generally in favor of the plan amendment's transit-oriented goals.
- Commissioners expressed support for the vision of the proposal in that it can create jobs; it is good for economic development; and is critical to the success of the modern streetcar.
- Several commissioners asked for clarification of the process. Staff said the Commission must take action on the plan amendment and make a recommendation to Mayor and Council. The second stage of the transit-oriented strategy is the initiation by Mayor and Council of a rezoning, using an urban overlay district or UOD, of all or part of the Transition Area, in compliance with the amended *WUNP*.
- A commissioner mentioned that some type of design review should take place as part of the UOD review.

The Chair allowed several property owners to speak about their issues and concerns. The first two of the three below also made written submittals to the Commission for the study session (see Attachment 11).

- An owner of property in Subarea C said having a policy requiring new development at the southeast corner of Speedway and Euclid to make an architectural gateway statement into the university is a good idea. He said leaving the properties along Speedway east of Euclid in their current state is a bad idea because the widening of Speedway has placed the houses on Speedway in the line of out-of-control vehicles.
- A representative of property at the northeast corner of Euclid Avenue and Fourth Street, directly south of the Geronimo Hotel, said he applied for a plan amendment in 2010 and is currently reviving his application. He said he would like to develop a student housing/mixed use building with four stories fronting on Euclid, transitioning to eight stories stepped back toward the Tyndall parking structure. He was concerned that he learned of the plan amendment just recently and that he would be excluded from the current process.
- The representative of Campus Acquisition mentioned their interest in developing a multi-story student housing/mixed use development on properties between Tyndall and Park Avenues. He mentioned his company has several successful student housing projects at other large universities similar to the proposal for this area.

A commissioner made a motion to set the plan amendment for public hearing on November 2, 2011. Several stipulations were added to setting the item, as summarized below.

- The Commission would like to receive a letter from the UA on its position relative to this proposal;

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

- Review the property south of the old Geronimo Hotel for its status with the overall plan amendment;
- Review the proposed policy document for clarification on the relationship of building height, massing and open space;
- Review the transit-oriented use list for inclusions of other uses. Examples included child care and parking structures;
- Provide more specifics about parking in the Transition Area; and
- Consider a strong statement in the Chair's letter to the Mayor and Council on committing the City to a specific parking structure in this area.

PLANNING CONSIDERATIONS

Issues Raised by the Planning Commission: Below is a discussion of the issues mentioned as areas requiring more study at the October 5 study session.

Consider Adding More Uses. The current list of uses is derived from the list developed for the Infill Incentive District (IID). Parking (i.e., garages), Medical Services – Outpatient (typical uses include medical and dental offices), and Day Care – Child Care have been added to the list at the request of a commissioner. There is also a statement in the plan policy noting that other uses of similar intensity that are compatible with a transit-oriented environment can be allowed by a finding of the PDSD director. One test would be if the use can be located in a building with other transit-oriented development uses. Staff believes the policy will allow all uses typically allowed in TODs. Note a similar concept already exists in the IID.

Parking. Staff discussed the Transition Area with ParkWise, the City's public parking agency, and asked about the status of City parking capability in the area. ParkWise staff reported the following:

- There are 180 parking meters in the Transition Area;
- In the non-residential parking program there are about 20 spaces. These are spaces that are reserved by an annual permit issued to the public on a first-come, first-served basis;
- ParkWise revenues are raised within the West University Neighborhood with the intention to use the revenues to make in-neighborhood transportation improvements for traffic reduction and traffic calming, and other public improvements. In the past, the residential parking program has operated at a loss, but this year there is a surplus of about \$9,000 citywide. These funds could help address traffic calming or other traffic reduction strategies as problems arise over time;
- ParkWise staff noted that the UA currently has a surplus of parking spaces. With the advent of the streetcar, there may be more of a challenge to the UA to fill empty spaces. There may be a need to attempt to attract non-university customers;

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

- The streetcar may activate some parking facilities in that there are about 9,000 spaces along the line that streetcar riders could use in their trip planning;
- ParkWise is aware of the City property on the west side of Tyndall north of First Street. Whether this property is developed as a parking structure would be contingent on an identified parking need in the future. There is no plan to develop a parking structure prior to a need being identified.

Staff asked Campus Acquisitions to comment on their experience with the student housing and parking relationship. Below is a quote they sent:

"CA's experience with parking: Our experience with parking for student housing on infill sites adjacent to college campuses has shown some variation based on location across the US and demographics, but by far the biggest factor is proximity to campus, availability of other parking, and mass transit options near the project.

Our Parking Plan for Tyndall is to have about 84 parking spaces internal to the Tyndall building, utilized as follows:

- * 4-6 spaces reserved for our Leasing & Management staff
- * 4 spaces reserved for "Future Resident" parking
- * 2 spaces reserved for car share parking stalls
- * The remaining on-site (in building) parking stalls would be reserved for lease by building residents on a monthly first-come basis, which would be a ratio of about 0.15 for the 550 beds in the building. At our Michigan project (which is a similar size/height building), the parking ratio is about 0.25 per bed, but the mass transit options are far less and the proximity to campus, while good, is not as good as Tyndall. **There are 1,200 parking spaces in the Tyndall Ave (between 1st and 2nd) parking garage and 1,500 parking spaces in the Park Ave garage (at Speedway)**[bold is part of the quote]."

Campus Acquisitions also noted to staff that their facility at Arizona State known as the "Vue" is parked at about 0.33 spaces per bed, and has had difficulty leasing spaces in the previous year. In their review of data from the Institute of Transportation Engineers for "Urban University" campuses (with mass transit) the estimate for parking is about 0.14 spaces per bed. Campus Acquisitions retained Curtis Leuck and Associates to conduct a Traffic Impact Analysis on their project near the UA. They hope to be able to report their findings by the time of the November 2 public meeting.

Additionally, staff talked to UA staff in charge of campus parking, and they have said they would be willing to work with student housing projects to provide student parking using campus parking facilities. They would also be willing to expand the currently successful student rent-a-car program that allows students to rent cars as needed, for about eight dollars an hour.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Relation of Open Space/Massing/Height. The draft design guidelines address certain aspects of architectural design that will guide more specific design standards of the urban overlay district. Thus ratios of the size of the property and height of the building will influence the amount of open space designed into a development. A sample design standard is attached (see Attachment 12). Note that the design standard is in draft form and may be revised. It begins to create standards for the UOD, such as open space ratios, building massing criteria, permeability, and height transitions. Some variation and more details may be developed to focus on specific issues in the Transition Area.

Some design guidelines include using the existing surroundings when practical to help establish architectural patterns related to the surroundings. This may be required in settings like Speedway or Euclid so buildings are set back from the arterial roadway, and the upper stories are stepped back so as not to look like they are hovering over the road. A Transition Area design guideline requires that blank building facades are to be avoided. The Building Massing Plan establishes the scale of heights for the entire Transition Area. Where there are multi-story buildings, new buildings need to be analyzed first relative to the local setting so as to be in scale.

An important part of the building design will be focused on the streetscape, the relation of the buildings to pedestrian circulation, and visual interest and permeability of the façades. The guidelines seek to promote, via the relationship of massing, open space, and height, a comfortable and safe setting for pedestrians and building occupants. Guidelines require the design of the building's ground level to have convenient entrances for pedestrians. The street level base of the building will be designed to have varied textures and bulk to create a human-scaled environment. The guidelines also require street-level landscaping and the use of varied hardscape to mitigate for heat islands, and create a pleasant environment for walking, gathering and similar outdoor activity.

UA Comments on the Plan Amendment. Staff sent the UA staff notice that the Commission would like to hear their comments on this proposal. Staff has since spoken to UA representatives and they again endorsed the concept of transit-oriented development in the Transition Area.

Issues Raised by Particular Property Owners: Below is a summary of some of the special geographic areas and issues raised by property owners during the review of this plan amendment.

Noonan Property. This property is under the control of Mike Noonan, a real estate developer, and is located at the northeast corner of Euclid Avenue and Fourth Street, near the west entrance to the Tyndall Avenue garage (see Attachment 13). The property includes contributing structures to the West University National Register Historic District, and is within the City's local Historic Preservation overlay Zone. Buildings include an unused store

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

that fronts on Euclid Avenue; and three, two-story buildings that form a small student housing rental complex. In April 2010, Mr. Noonan submitted an application to amend the *WUNP* to allow a 140-foot high building, for a mixed-use student housing complex. He attended one study session in May 2010. His project has been dormant for about one year. He recently returned with a new proposal for a mixed use project with a four-story portion facing Euclid Avenue and a rear eight-story portion (approximately 100 feet in height) adjacent to the west side of the Tyndall Avenue parking garage.

There has been some debate as to whether there was/is neighborhood association and Marshall Foundation supported the earlier and current project. The most recent information staff has is that neither group is willing to support the current project as proposed.

To the north of this project is the multi-story Geronimo Hotel building, which is a restored contributing structure. Any building taller than the Geronimo Hotel will be visible looking south from University Boulevard. The local historic preservation zone requires that any new buildings, or alterations to existing buildings, can be no taller than the tallest contributing property within the subject property's "development zone". In this case, development on the Noonan Property could be no higher than the Geronimo Hotel building. The neighborhood association as a rule does not support the demolition of National Register Historic District contributing structures.

The applicant's architect, who is an expert in historic preservation, has stated that the buildings are not good candidates for restoration. Further, the current applicant and the Marshall Foundation, from whom one of the properties involved is being purchased, have both agreed with this assessment, and neither has plans to restore any buildings on the site area.

The City reviews demolition of buildings in an HPZ. The City's procedure requires demolitions to be reviewed by staff, the historic district advisory board, and the Tucson-Pima County Historical Commission, who advise the Mayor and Council. A reason to allow a demolition includes an unforeseen economic hardship to the property owner. One option the City can consider as part of the procedure is to purchase the property.

What staff has learned from Mr. Noonan, as well as the majority of property owners in Subarea C, is that with land use adjustments triggered by the modern streetcar through a more transit-oriented plan amendment, there is a momentum created toward buildings, uses, and development that support transit ridership. Further, there is no desire, nor are there good economic reasons being raised by the property owners most directly impacted, to restore the affected buildings. Both Speedway Boulevard and Euclid Avenue will remain major arterials, with the likelihood of more complicated traffic issues created for buildings adjacent to these roads. Multi-story development enabled by this plan amendment will create housing and commercial service opportunities that best complement the streetcar route. As for residential bungalows and small storefront buildings located on major arterials, they probably will not fit well as this area's land use and transportation situation evolves.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

For these reasons, staff recommends that the Noonan property be planned for a four-story building height along the Euclid Avenue frontage, that generally aligns with the Geronimo Hotel building; and a six-story portion to the east, adjacent to the Tyndall Avenue garage. Considering the buildings along Euclid Avenue, the adjoining historic area along University Boulevard, and modern student housing south of the Noonan property, a four- to six-story building height would be consistent with its mixed environment of historic and modern buildings. Additionally, the tallest buildings being allowed in the Transition Area along Speedway Boulevard are six stories. Because the property is in an HPZ, staff believes its architectural plans as well as those of Subarea C properties should be reviewed by both the local historic district advisory board and the Historical Commission, in the event both are made part of a future urban overlay district.

Some have expressed concern that the proposed changes in the Transition Area may cause the neighborhood west of Euclid Avenue to be a candidate for redevelopment similar to what is being proposed in the Transition Area. The establishment of Euclid Avenue as the western edge of the Transition Area was strengthened in the 1988 *WUNP* update. This current plan amendment reasserts that Euclid Avenue is the Transition Area's edge, and that the area west of Euclid should remain a historic neighborhood.

Sub-Area C – Speedway Boulevard/Euclid Avenue. The portion of the plan amendment referred to as Sub-Area C is shown in the current neighborhood plan as an area allowing residentially-scaled office uses, along with the current residential uses allowed by the underlying zoning. This area is within the National Register Historic District and the local historic preservation overlay zone (HPZ). Like the Noonan property, demolitions must go through the HPZ demolition process.

In early meetings with WUNA, the Marshall Foundation and Campus Acquisitions, there was discussion that Subarea C be left as is, while Area 1 be developed with significant multi-story buildings. At these meetings and at the official plan amendment neighborhood meeting, property owners from Subarea C expressed concern about being left as is, and about the impact the Area 1 building height would have on their properties. Note there was also a small group of property owners who lived on site and were concerned about the impact of the Area 1 development on their lifestyles.

A shadow analysis of Area 1 buildings showed the multi-story buildings proposed for both sides of Tyndall Avenue would cast shadows in December that would extend westerly and slightly cross Euclid Avenue. A second scenario showed a lowered building height of forty feet on the west side of Tyndall Avenue, which would comply with the current neighborhood plan. The shadows cast would still cover the eastern halves of the adjacent Subarea C lots.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Staff met with most of the property owners in Subarea C. The most common attitudes were 1) the Area 1 shadows compromise the use of their properties; 2) Speedway and Euclid have a growing impact and have caused and can continue to cause out of control vehicles to wreck into their structures; 3) the condition of the structures varies between stable and deteriorating, and there is little reason to restore them in the upcoming transit-oriented setting; and 4) this area, especially at the intersection, offers a community opportunity to create a gateway architectural statement as an entrance to the UA. On the other hand, the neighborhood association has stated its general concern with, and does not support demolition of contributing structures. Further, three contributing structures in the Subarea along and with access restricted to First Street have been restored as office uses.

At the September 21, 2011 Commission presentation, the Commission asked staff to present a Subarea C option with four-story buildings along Euclid and six-story buildings along Speedway at its October 5, 2011 study session (see Attachments 14A, 14B, 14C, and 14D). Staff has already discussed the City's demolition process in the Noonan property discussion in this report, and will not repeat it here. In considering leaving the area as residentially-scaled offices, or allowing it to be developed with mid-level multi-story buildings, staff recommends that Subarea C have six-story buildings planned along Speedway and four-story buildings along Euclid Avenue. Staff recognizes that the modern streetcar introduces a level of uncertainty for these property owners in keeping their properties as is. The coming of the streetcar into their neighborhood is an issue that is not of their making.

Shadows from tall buildings will be an issue at least part of the year for these properties. One solution is to not allow tall buildings or severely restrict their height. The response requires balancing the student housing market, transit ridership strategy, and building height impacts. Taller buildings will help assure densities that will support the streetcar as well as a more varied multi-modal environment. Further, building upward is also a strategy that can allow a more efficient use of resources and energy. Understanding that the overall goal of the plan amendment is to encourage land uses that will use the modern streetcar, having a mid-level multi-story planning option for Subarea C seems reasonable and complementary to the overall streetcar strategy.

The draft design guidelines already call for a special treatment of Speedway to assure a wide pedestrian area with barriers and landscaping that protect pedestrians from the arterial's traffic. This guideline also applies to Euclid Avenue as it affects Subarea C development, and the Noonan Property.

Like the Noonan property, infill development plans for all Subarea C properties should be reviewed by WUNA, the historic district advisory board and the Tucson-Pima County Historical Commission, for their architectural and cultural compatibility with the neighborhood. Further, staff recommends that the Subarea C properties at the intersection of Speedway Boulevard and Euclid Avenue be designed to create a gateway entry statement, and that plans be reviewed by WUNA, the historic district advisory board, and the Tucson-Pima County Historical Commission for appropriateness as a gateway design.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Campus Acquisitions Project and the Northwest Corner of Tyndall Avenue and First Street. Campus Acquisitions is a Chicago-based company that builds multi-story housing buildings nationally. They have been working with the Marshall Foundation to develop a property with an approximate 14-story building. The property, at 1020 – 1042 N. Tyndall Avenue, is directly north of mosque at the northeast corner of Tyndall Avenue and First Street, and is currently developed with casitas. Campus Acquisitions is also interested in building an approximate 13-story building on property directly east of the casitas, along Park Avenue.

This development site is in Area 1, Subarea A of the proposed amendment to the Transition Area. There have been multiple meetings among WUNA neighbors, Campus Acquisitions and the Marshall Foundation discussing the type and timeline of development. Area 1, Subarea A has generally been agreed upon as the best place to locate taller buildings.

Campus Acquisitions requires an expedited timeline of approval for the plan amendment, rezoning, development plan and building plans to meet an opening for the fall semester of 2013. This goal requires them to be breaking ground in March 2012. They have offered the help of their architectural consultant, Shepley Bulfinch, Phoenix branch, to assist staff with various tasks ranging from graphics to design policy. Without Shepley's help it would have been impossible for staff to accommodate this aggressive timeline.

There are several reasons staff is interested in helping to expedite this development: 1) Campus Acquisitions has worked diligently to build consensus with the neighborhood; 2) during the Mayor and Council Transition Area briefing, they made it clear that they were interested in developing an actual project that could trigger potential ridership immediately; 3) this project fills that need and complies with a transit-oriented strategy the City is trying to develop along the modern streetcar line, 4) prior to Campus Acquisitions appearing, staff realized that professional help would be needed for this project, and Shepley is capable of providing it; and 5) while Shepley is providing resources in graphics and documentation, PDS staff remains the project manager. Our recommendations are focused on the entire Transition Area, and are made to the Planning Commission and Mayor and Council.

Directly west of the mosque, at the northwest corner of Tyndall and First Street, is property owned by Steve Shenitzer and Bill Viner. They are interested in a multi-story student housing project of about 14 stories along First Street. They also see the potential for adjoining properties to the north to be developed with 12-story buildings, about midblock, stepping down to six-story buildings fronting on Speedway. The proposed amendment shows their property with multi-story development.

The Shenitzer-Viner property and the properties to the north were part of the shadow analysis regarding the effects on Subarea C to the west that showed tall buildings on Tyndall would cast long shadows on December 21 that could cross Euclid Avenue. Staff tried a scenario placing 40-foot high buildings on the west side of Tyndall (instead of 6-, 12- and 14-story buildings), consistent with *WUNP* current height policy, and the shadows still covered about half of the Subarea C property to the west. This type of multi-story development will help fulfill the goal of density that is supportive of transit ridership.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

Note the property north of the Shenitzer/Viner property on the west side of Tyndall belongs to the City of Tucson. It could be sold to a developer for various reasons or it could be eventually developed as a parking garage. There had been discussions several years ago about a partnership with the City to develop a parking garage combined with a mixed use development. Eventually, the market will define the best use of this area. The current building height proposal in the plan amendment can accommodate various land use options.

SUMMARY OF THE PLAN AMENDMENT PROPOSAL

Mayor and Council Direction: The Mayor and Council directed staff to amend the Transition Area policies of the *WUNP*, and any supplemental policies of the *UAP*. The purpose is to continue to prepare property along the modern streetcar route for transit-oriented development.

There will be two streetcar stations directly affecting this area. The term transit-oriented development (TOD) refers to a land use pattern that is designed to maximize access to public transportation and multi-modal options, and often incorporates design and land use features to encourage more pedestrians, bicycle use, and transit ridership.

The proposed amendments will modify the Transition Area policies to facilitate transit-oriented development in this area. The modified policies will focus on land use plan designations, building heights, and design elements so that they are more in accordance with transit-oriented development.

Summary of Current Plan Policy Relative to TOD: The *WUNP* policies affecting this area were developed in the late 1980's and early 1990's, and were not focused on a streetcar scenario. For any rezoning in the Transition Area, building height is restricted to 40 feet, and density is capped at 40 residences per acre. *UAP* policies were also developed in the late 1980's, and, for any rezoning to medium or higher density residential uses (seven residences per acre or more) in the Transition Area, access to a major street is required. At the same time, the *UAP* envisions a pedestrian commercial district that generally supports the current TOD proposal. Recently, several *WUNP* amendments in the Transition Area involved building height and density policies, and were approved with little opposition.

Recommended Transit-Oriented Development Policy: The focus of the new *WUNP* policy is to encourage development that supports streetcar ridership and other multi-modal options. In addition, the area's development should continue the improvements initiated by the Marshall Foundation's Main Gate development, by fostering an inviting and comfortable pedestrian environment.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
Development (Ward 6)**

November 2, 2011

The proposal encourages taller buildings, a mix of residential and supportive non-residential uses, and streetscapes that illustrate the best practices of urban design. Ultimately, the goal is to follow these TOD plan amendments with a Mayor and Council initiation of an urban overlay district that would allow a zoning option to develop a multi-modal environment that includes the modern streetcar. Below is a description of the key components of the proposed Transition Area policy.

Transition Area Policy Summary: The proposed Transition Area policies, maps, and design guidelines are provided in Attachment 15.

Introduction. The purpose of these policies is to set guidelines for the development of an urban overlay district that will provide a zoning option to a property owner who is proposing a transit-oriented development. An urban overlay district for the Transition Area will be modeled on a form-based code. This type of standard focuses on regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by controlling physical form like streetscapes and building shapes, with a lesser focus on land use. In comparison, this approach differs from the emphasis in traditional zoning regulations that focus more on permitted uses and their standardized bulk regulations such as setbacks, height, lot size and so on.

Policy Summary. The *WUNP's* Transition Area plan policy proposal is described below. It contains new land use designations, a land use policy, a building and massing plan, and finally a set of design guidelines. Additionally, a transportation study identifying future problem and opportunity issues is recommended. This proposal is meant to guide the eventual urban overlay district. The UOD standards will be more specific than the land use plan policies. The policies and guidelines are intended to be broad yet focused on outcomes that create a comfortable and attractive urban neighborhood. In addition, there are some supplemental changes to the *UAP* that are described below.

West University Neighborhood Plan

Land Use Designations

Map 1 of Attachment 15 shows three areas: Area 1 is mainly north of Second Street; Area 2 is mainly along University Boulevard; and Area 3 includes all ABOR properties in the southern third of the Transition Area, as well as ABOR properties north of University Boulevard. Development in Areas 1 and 2 will abide by policies on infill uses, building height, massing, and urban design guidelines. It is encouraged that development in Area 3 do the same.

Area 1 – The main TOD Area is divided into three subareas. In reviewing this area and discussing it at the September 19, 2011 neighborhood meeting and the September 21, 2011 Planning Commission meeting, it appears that Subareas A and B are considered to be proposed in a way that there is some consensus on the building height, land uses and design.

- *Sub-Area A* (generally north of Second Street and west of Park Avenue) – This sub-area allows the greatest building height, including 13- and 14-story buildings. It would allow all of the infill uses described in the *WUNP* Transition Area Land Use Policy A. It would also allow building heights as per *WUNP* Transition Area Land Use Policy B. Further, if the urban overlay district zoning option is used, the development would be subject to design standards based on the *WUNP* Transition Area design guidelines.
- *Sub-Area B* (generally south of Second Street and west of Park Avenue) – This subarea is mostly developed, and there is consensus on building heights, land uses and design. The 2009 *WUNP* plan amendment that allowed a 14-story building at the southeast corner of Tyndall Avenue and Second Street would be part of the policies for this subarea.
- *Sub-Area C* (generally at the southeast corner of Speedway Boulevard and Euclid Avenue) - Staff recommends Sub-Area C be planned for four-story and six-story buildings. The rationale is stated earlier in this report under the section titled ‘Issues Raised by Particular Property Owners, Sub-Area C – Speedway Boulevard/Euclid Avenue.’ The overall building heights planned for Area 1 affect the existing residential buildings in this sub-area. The property owners are concerned about it staying a bungalow area that can only be reused for residentially-scaled offices (maximum building height of 16 feet). Staff agrees that the modern streetcar will affect land use decisions in this area (see the above-referenced section under ‘Issues Raised by Particular Property Owners’). Further, there is an opportunity that it could be designed to make an architectural gateway statement into the UA.

Special design review guidelines for architectural compatibility with the West University neighborhood must also be followed. Design review should include review by WUNA, the historic district advisory board, and the Tucson-Pima County Historical Commission.

Area 2 - This area mainly represents the pedestrian commercial Main Gate district. Building heights will remain what they are under existing zoning. It has a 40-foot building height rezoning option. The portion on the south side of University Boulevard near Euclid Avenue has some contributing historic structures that are being reused as commercial buildings.

Staff recommends the property at the northeast corner of Euclid Avenue and Fourth Street, referred to in this report as the Noonan Property, be planned for four stories along the Euclid Avenue frontage, where it aligns with the Geronimo Hotel building, and six stories to the east, adjacent to the Tyndall Avenue parking garage. The special design review noted in Area 1, Sub-Area C should apply to this property.

Area 3 - This area is the ABOR property. Its uses are educational, cultural and residential. The proposed policy will encourage ABOR to support the urban design best practices and work cooperatively to address development issues in the surrounding area.

Building Height

The building height policy includes a Building and Massing Plan that shows a potential build-out scenario for taller buildings concentrated mainly at the southwest corner of Park Avenue and Speedway Boulevard. The plan amendment is meant to set the dimensional parameters of the development scale in the Transition Area.

The tallest buildings are in Area 1, Sub-Area A. This sub-area contains the Campus Acquisitions property. In Subarea B, existing height is appropriate, except directly east of the Marriot Hotel, the site of the 2009 plan amendment that allows a 14-story building. Staff is recommending that Sub-Area C be developed with four- and six- story buildings based on the rationale described in the report section 'Issues Raised by Particular Property Owners, Sub-Area C – Speedway Boulevard/Euclid Avenue.'

In Area 2, staff recommends building heights remain the same as in the existing *WUNP*, but recommends the Noonan Property be planned for four and six story development as described in the early part of the report. See the Noonan Property discussion under 'Issues Raised by Particular Property Owners.'

Land Uses

Land uses encouraged in the Transition Area are infill uses that fit well into a pedestrian area. They include restaurants, educational and residential uses, shops, offices, theaters, micro-breweries, markets, and other uses that serve a pedestrian and transit environs.

Design Guidelines

The overall focus of the guidelines is to create an urban neighborhood with a multi-modal emphasis that is comfortable for pedestrians. A streetscape design guideline addresses sidewalks, permeable building surfaces, entrances, setbacks, shade, street corners, open space, and landscaping. An architectural design guideline addresses facades and solar heat gain. Other guidelines address parking, service areas, and access management. The intent of the guidelines is to begin to set up the design review process for the urban overlay district.

Transportation Study

At the September 19 neighborhood meeting and the September 21 Planning Commission meeting, the impact of more urban development on the transportation system was mentioned as an issue that must be resolved. There are pedestrian, congestion, and neighborhood intrusion issues that need to be considered. Staff will recommend that a transportation study be done to identify the problems and potential solutions to transportation issues being brought up. Staff is already working with the Pima Association of Governments to fund a transportation analysis of this area.

West University Neighborhood Plan and University Area Plan
**West University Transition Area – Transit-Oriented
 Development (Ward 6)**

November 2, 2011

University Area Plan

Changes are recommended to make the *UAP* consistent with the new Transition Area policy section in the *WUNP*. *UAP* policies requiring that new residential development and mixed-use development have vehicular access to a major street, when the density is seven or more units per acre, are revised to exclude the West University Transition Area. *UAP* policies guiding new residential, commercial and office, and mixed-use development in the West University Transition Area refer to the *WUNP*. Finally, “pedestrian commercial districts” are called “pedestrian districts” to acknowledge the mixed-use character of these areas; and the Main Gate pedestrian district is expanded to include all of the West University Transition Area.

CONCLUSION

The Mayor and Council initiated a Transition Area plan amendment on June 28, 2011, to have a land use policy that supports the City’s investment in the modern streetcar. There have been numerous meetings with the public about this plan amendment. This proposal intends to facilitate transit-oriented development through policies that address building height, land uses and design guidelines. The ultimate outcome of the plan amendments will be an urban overlay district that will provide a transit-oriented zoning option. Staff recommends forwarding this plan amendment to Mayor and Council, including policy clarifications on specific issues and properties.

ED:JM/jh

Attachments:

- 1A: Amended versions of *WUNP*
- 1B: Amended versions of *UAP*
- 2: 9/19/11 Neighborhood Meeting
- 3: 10/21/11 Letter from Property Owners, Speedway/Euclid
- 4: Linked Activity Nodes
- 5: West University Transition Area
- 6: West University Historic Districts
- 7: Transition Area Ownership
- 8: Transition Area Zoning
- 9: Ownership and Land Uses
- 10: University Area Plan and West University Neighborhood Plan Areas
- 11: Public Submittals to Commission, 10/5/11
- 12: Draft Design Standard, Urban Overlay District
- 13: Noonan Property
- 14A: 16-foot Building Height Option, Speedway/Euclid (looking southeast)
- 14B: 16-foot Building Height Option, Speedway/Euclid (looking northeast)
- 14C: Four to Six-Story Building Option, Speedway/Euclid (looking southeast)
- 14D: Four to Six-Story Building Option, Speedway/Euclid (looking northeast)
- 15 – Transition Area Policies and Design Guidelines

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WEST UNIVERSITY NEIGHBORHOOD PLAN

Este documento se publica en inglés solamente. Para solicitar asistencia en la traducción de este documento, las personas de habla hispana pueden comunicarse con el Departamento de Planeación y Servicios de Desarrollo, llamando al 791-5500, o visitando sus oficinas ubicadas en el segundo piso del edificio County-City Public Works, con dirección 201 North Stone Avenue.

WEST UNIVERSITY NEIGHBORHOOD PLAN

Prepared by West University Neighborhood Association
November 1981

MAYOR AND COUNCIL

	Lewis C. Murphy, Mayor	
Rodolfo C. Bejarano	Brent L. Davis	Charles Ford
Roy B. Laos	George Miller	Tom Volgy

CITIZENS ADVISORY PLANNING COMMITTEE

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Carol Dorsey	Margaret Blue	William J. Fisher, Ph.D.
Connie Maraschiello	Fred McDerment	Joy Mills
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Joe Scott, Ph.D.	Ben Shein	Charles Wilson

WEST UNIVERSITY NEIGHBORHOOD COUNCIL

Betsy Snell, President
Hope Lora, Vice President
Earline MacKenzie, Recording Secretary
Harry Rodriguez, Corresponding Secretary
Evelyn Smith, Historian
Bruce Dusenberry, Treasurer

PLANNING COMMITTEE

Carol Dorsey, Chairperson
Linda Laird
Frank Behlau

TABLE OF CONTENTS

Formal Action

Profile/Related Plans

Plan History

Purpose

Adopted Policies and Recommendations

POLICY 1: NEIGHBORHOOD CONSERVATION

POLICY 2: TRANSITION AREA

POLICY 3: NEW RESIDENTIAL DEVELOPMENT

POLICY 4: COMMERCIAL AND OFFICE DEVELOPMENT

POLICY 5: PUBLIC IMPROVEMENTS

POLICY 6: UNIVERSITY OF ARIZONA

MAPS

Map 1 – West University Neighborhood Plan Area

Map 2 – University Area Plan and West University Neighborhood Plan Areas

Map 3 – Transition Area Land Use Designations

Map 4 – Building and Massing, Areas 1 and 2

4A – View from Speedway/Euclid, looking southeast

4B – View from University/Euclid, looking northeast

Map 5 –Development Concept Map

APPENDIX

WUNP – Amendment History

Formal Action

Mayor and Council:

- February 1, 1982 - Resolution 11733 (Adoption)
- March 24, 1986 - Resolution 13561 (Amendment)
- October 12, 1987 - Resolution 14220 (Amendment)
- August 1, 1988 - Resolution 14564 (Update)
- November 28, 1988 - Resolution 14706 (Amendment)
- February 11, 1991 - Resolution 15586 (Amendment)
- September 14, 1992 - Resolution 16107 (Amendment)
- June 28, 1993 - Resolution 16335 (Amendment)
- April 14, 1997 - Resolution 17608 (Amendment)
- April 12, 1999 – Resolution 18264 (Amendment)
- January 12, 2004 – Resolution 19760 (Amendment)
- December 7, 2009 – Resolution 21449 (Amendment)
- [\(add new amendment adoption information\)](#)

Hearings:

Mayor and Council

- February 1, 1982
- March 24, 1986
- October 12, 1987
- August 1, 1988
- November 28, 1988
- February 11, 1991
- September 14, 1992
- June 28, 1993
- April 14, 1997
- April 12, 1999
- January 12, 2004
- December 7, 2009
- [\(add new date\)](#)

Citizens Advisory Planning Committee*

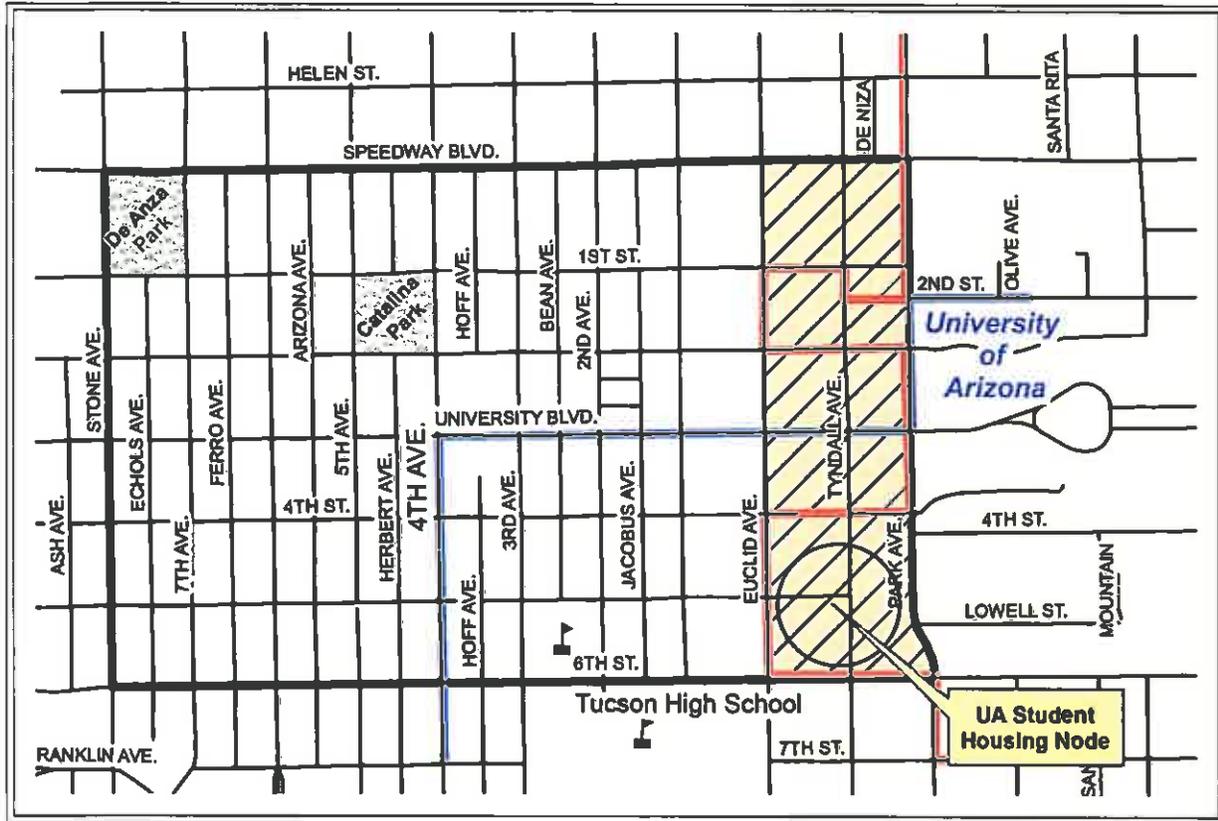
- December 1 & 2, 1981
- March 5, 1986
- September 2, 1987
- July 6, 1988
- November 2, 1988
- January 16, 1991
- August 5, 1992
- April 7, 1993
- March 5, 1997 (Planning Commission)
- March 3, 1999 (Planning Commission)
- December 3, 2003 (Planning Commission)
- October 7, 2009 (Planning Commission)
- [November 2, 2011 \(Planning Commission\)](#)

* The name of the Citizens Advisory Planning Committee was changed to the Planning Commission in 1995.

Profile/Related Plans

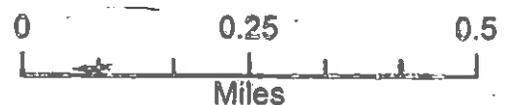
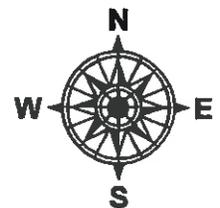
The *West University Neighborhood Plan* area is bounded by Speedway Boulevard on the north, Park Avenue on the east, Sixth Street on the south, and Stone Avenue on the west ([see Map 1](#)). It encompasses a 60-block area located approximately six blocks north of the Tucson Downtown area and immediately west of the University of Arizona (UA), and [includes the northern portion of the Fourth Avenue commercial district](#). The West University plan area is approximately 0.36 square miles. ~~The West University Neighborhood is~~ and it is wholly located within the *University Area Plan* area (Adopted in 1989; [see Map 2](#)).

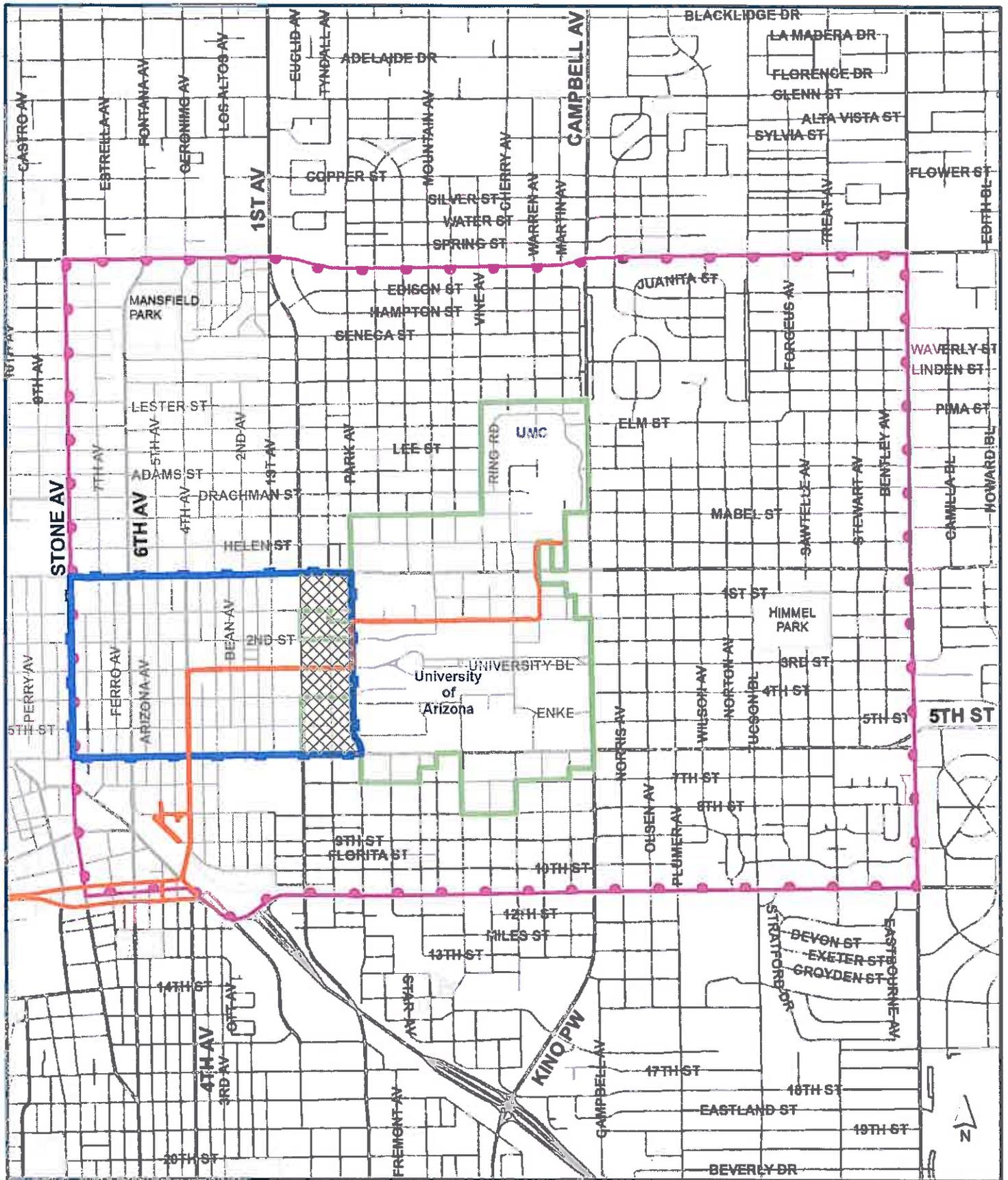
WEST UNIVERSITY NEIGHBORHOOD PLAN AREA MAP 1



Legend

-  Plan Area Boundary
-  West University Transition Area
-  Modern Streetcar Route
-  University of Arizona Campus Planning Boundary
-  Parks
-  Schools





- University Area Plan
- East Campus Planning Area
- West University Neighborhood Plan
- Transition Area
- Modern Streetcar

MAP 2 UNIVERSITY AREA PLAN AND WEST UNIVERSITY NEIGHBORHOOD PLAN AREAS



The policies of the *West University Neighborhood Plan*, the *University Area Plan* and the City of Tucson's *General Plan** provide guidance for proposed land use changes in the West University Neighborhood. If there are policy contradictions, the policies of the West University Neighborhood Plan shall apply. ~~Unless specifically excluded or contradictory, the policies of the University Area Plan shall apply to the West University Neighborhood.~~

Plan History

University District Plan, 1970. Prior to the adoption of the *West University Neighborhood Plan* in 1982, the *1970 University District Plan* was used to guide land use planning in the West University area. The *University District Plan* assumed the UA would expand westward, and envisioned high-density apartments for UA students, and a mix of land uses across much of the neighborhood. Neighbors were concerned this plan would lead to the razing of many historic homes, and change the character of their neighborhood. To have a more active voice in neighborhood matters, they formed the West University Neighborhood Association (WUNA) in 1978, and began working toward achieving historic district status for the neighborhood.

At WUNA's urging, the *University District Plan* was revised in 1980. By then, the University of Arizona had limited its planned westward expansion to the area between Park and Euclid (i.e., the Transition Area), and the revised *University District Plan* reflected this. The *1980 Plan* also emphasized preserving historic residential development. In 1980, WUNA's efforts led to most of the West University Neighborhood achieving National Historic District status. WUNA was also working to achieve listing as a local City of Tucson Historic District, which occurred in 1984.

West University Neighborhood Plan, 1982. WUNA also worked with city staff to draw up a new land use plan for the neighborhood. This led to the adoption, in 1982, of the *West University Neighborhood Plan*, which replaced the *1980 University District Plan* as the land use planning document for the West University Neighborhood. The focus of the new *Plan* was to preserve and enhance the historic residential character of the neighborhood. This plan established a residential density cap of 40 units per acre in certain locations.

In the few years after the adoption of the *1982 Plan*, there were several rezoning requests throughout the neighborhood, to allow residential structures to be converted to office and commercial uses. Redevelopment to higher intensity land uses was also getting underway in the Transition Area between Park and Euclid Avenues. At WUNA's request, the *West University Neighborhood Plan* was updated in 1988.

* *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson Zoning Code and, subsequently, the Tucson Land Use Code. The term "*Comprehensive Plan (CP)*" was changed to the "*General Plan*" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

West University Neighborhood Plan, 1988 Update. The 1988 update maintained most of the policies in the 1982 Plan. Policies were added and/or revised to further restrict the conversion of residential structures to non-residential uses, to limit building height throughout the neighborhood, and to guide redevelopment in the Transition Area (between Speedway Boulevard and Sixth Street, and Park and Euclid Avenues). It was during this update that the 40-foot building height restriction in the Transition Area was added.

West University Neighborhood Plan, 2011 Amendment. Since the late 1980s, the Transition Area has been evolving into a higher-intensity mixed-use activity node, consistent with what would be expected next to a major university. There is a UA student housing node near the southern end of the Transition Area, and the Main Gate commercial development is in the center of the Transition Area. Continued, higher-intensity infill development is expected, especially north of Main Gate and south of Speedway Boulevard.

In early 2010, the Mayor and Council directed staff to analyze policy issues and recommend changes that would facilitate infill development in the Downtown and University areas. Staff had long identified the 40-foot building height restriction and the density cap of 40 units per acre in the Transition Area as problematic relative to urban intensity infill. The 2011 amendment removed the 40-foot building height restriction and the 40 units per acre density cap in the Transition Area, and added a new policy section and design guidelines to guide the development of appropriate, mixed-use, pedestrian and transit-oriented urban infill in the Transition Area.

Purpose

The goals of this plan ~~is~~ are to:

- Preserve and enhance the historic, residential character of the established West University-neighborhood west of Euclid Avenue;
- Recognize the potential for land use changes associated with the planned implementation of the modern streetcar; and
- Promote transit-oriented infill development of the Transition Area (between Park and Euclid Avenues, and Speedway Boulevard and Sixth Street).

Adopted Policies and Recommendations

POLICY 1 - NEIGHBORHOOD CONSERVATION: Protect the residential character of the established neighborhoods west of Euclid Avenue. ~~Protect the residential character of the established neighborhoods needs to be protected west of Euclid Avenue.~~

Action Needed

- A. Utilize *Tucson's Historic District Ordinance* to protect the historic character of the West University Neighborhood.
- B. Preserve sound housing throughout the West University Neighborhood while implementing programs to improve deteriorated housing.
 - 1. Establish a housing rehabilitation cooperative in the West University Neighborhood that will sponsor and implement a series of self-help programs for neighborhood property owners and residents to minimize building rehabilitation costs.
 - 2. Encourage the use of currently available and future Federal, State and local housing rehabilitation and historic preservation programs by neighborhood residents (e.g., local emergency rehabilitation and weatherization programs).
 - 3. Aid and encourage owners and residents to improve and maintain their properties and contribute to an improved appearance for the neighborhood.
 - 4. Encourage owners of alley houses to upgrade the structures to make them an attractive part of the neighborhood.
 - 5. Except in the Transition Area, encourage ~~voluntary~~ downzonings ~~are encouraged~~ throughout the neighborhood in areas where:
 - a) Existing land use is inconsistent with present zoning;
 - b) The stability and integrity of the neighborhood is threatened;
 - c) Present zoning is inconsistent with the land uses specified on the Development Concept Map, particularly in those areas designated "Maintain and Infill Low Density Residential and Related Services."

Groupings of downzonings are encouraged in order to maximize their impact and assure efficient processing.

- 6. Discourage rezonings to nonresidential use or more intensive residential use in the areas designated as "low density residential" on the Development Concept Map, except as provided for in Policy 4.A.1., which supports the conversion of residential structures to office uses along major streets, subject to certain criteria.
- ~~7.10.~~ Limit building heights west of Euclid Avenue to that allowed by zoning on August 1, 1988.
- ~~7. — Strongly encourage all new development with frontage on Euclid Avenue to provide design elements which are sensitive to the low intensity residential character of the neighborhood located west of Euclid. Elements to be~~

~~character of the neighborhood located west of Euclid. Elements to be considered include earth berming, landscaping, building setback and stepback and the location of parking, entry points, and activity areas away from existing residential development along and to the west of Euclid. Design elements should be compatible with the historic character of the Neighborhood.~~

- ~~8. Work in cooperation with the City of Tucson Transportation Department to explore alternatives for developing a buffer (e.g. landscaped median) along Euclid Avenue within the existing right of way.~~
- ~~9. Because of the importance of maintaining a "transition area" between the University campus east of Park Avenue and the primarily low density residential portion of the neighborhood west of Euclid Avenue, the impacts of proposed land uses in this area which are not in conformance with the Plan's Future Development Concept Map must be carefully identified in the plan amendment process, evaluated in terms of plan goals and policies and fully mitigated prior to the granting of a plan amendment. This subpolicy includes land uses proposed on properties owned by the University of Arizona which are sold or leased to private entities, as well as to private development of properties designated "University Acquisition Area" on the Concept Map.~~
- ~~10. Limit building heights west of Euclid Avenue to that allowed by zoning on August 1, 1988. Allow maximum building heights of 40 feet in the transition area between Park and Euclid Avenues, except as follows:
 - ~~a) Allow a building up to 140 feet high to be constructed in the northwest portion of the block bounded by Second Street on the north, University Boulevard on the south, Park Avenue on the east, and the Tyndall Avenue alignment on the west.~~~~

~~(Resolution No. 21449, adopted 12/7/2009, added Neighborhood Conservation Policy 1.B.10.a, and modified the Generalized Future Development Concept Map accordingly)~~

- C. Develop and implement programs that will contribute to an increase in homeownership within the West University Neighborhood to promote neighborhood stability and reinvestment.
 1. Support the conversion of existing rental housing units to fee simple owner-occupancy, cooperative and condominium forms of ownership.
 2. Maintain and infill low density (1-15 units per acre) housing in appropriate locations as shown on the Development Concept Map.

- D. Maintain the economic and ethnic diversity historically present in the West University Neighborhood.
1. Provide a full range of recreational, educational and community service facilities to fulfill the needs of neighborhood residents.
 2. Support the continued presence of community-based organizations offering community service and recreational facilities (e.g., YWCA, YMCA).
 3. Support the continued presence of Roskrue Elementary School.
 4. Encourage the development of an agreement between the City of Tucson Parks Department and Tucson Unified School District #1 to provide community recreational facilities and programs at Roskrue Elementary School.
- E. Improve the appearance and quality of the landscape within the West University Neighborhood consistent with the area's historic character.
1. Improve, as economically feasible, the condition of the residential landscape.
 2. Encourage the selection and installation of plant materials that were historically used or are of similar appearance and scale of historically utilized plants to the neighborhood.
 3. Encourage the selection and installation of plant materials that will not require excessive water or maintenance, especially when located in the public right-of-way.

POLICY 2 - TRANSITION AREA

The Transition Area is subject to the following policies and design guidelines. If there is a conflict between this section's policies and another part of the neighborhood plan, this section shall take precedent.

The Transition Area includes Areas 1, 2, and 3, as shown on Map 3. Areas 1 and 2 consist mostly of privately-owned property, while Area 3 consists mostly of property owned by the Arizona Board of Regents (ABOR). It is encouraged that the ABOR properties be developed consistent with the transit-oriented development (TOD) policies and design guidelines in this plan. Land uses encouraged in Areas 1, 2, and 3 are indicated in Policy A below. Maximum allowable building heights are indicated in Policy B below.

POLICIES

A. Land Use

1. The following uses are considered supportive of TOD and are encouraged in Areas 1, 2, and 3. In addition, a use not listed below may be allowed if the Planning and Development Services Director makes a finding that the subject use is of the same intensity as the uses listed below.

Administrative and Professional Offices
Alcoholic Beverage Services, including micro-breweries
Civic Assembly
Cultural Uses
Day Care - Child Care
Educational Uses
Educational Use-Post-Secondary
Entertainment Uses, including theaters
Financial Services
Food and Beverage Sales
General Merchandise Sales
Instructional School
Lodging
Medical Services – Outpatient
Mixed Use (a combination of residential and other uses in this list)
Parking
Personal Services
Residential, Attached
Residential, Multi-Family
Travelers' Accommodation

2. Allowable Special Transit-Oriented Development (TOD) Uses

Drive-thrus may be allowed as an accessory use and shall be designed so as not to interfere with pedestrian circulation.

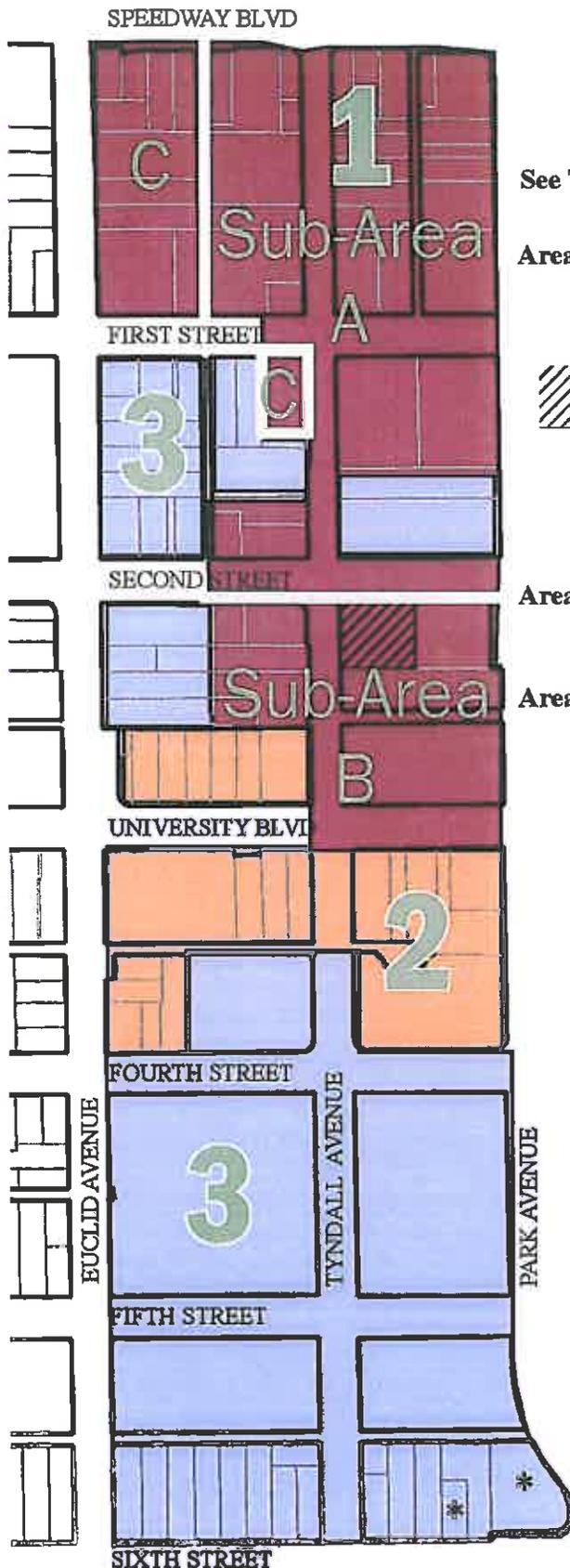
B. Building Height

1. Area 1 – Transit-oriented Development (TOD) Area

Area 1 has three Sub-Areas, A, B and C (see Map 3). Allowable building heights are as follows:

- a. Sub-Area A: A variety of building heights, ranging from up to 6 to 14 stories, is allowed, as per Maps 4A and 4B.

MAP 3 TRANSITION AREA LAND USE DESIGNATIONS



See Transition Area Policy A for allowable land uses.

Area 1: Transit-Oriented Development (TOD) Area
Varied Heights - See Transition Area Policy B

 Amended 12/7/2009, Resolution No. 21449, to allow 140 - foot high building in the northwest portion of the block bounded by Second Street, Park Avenue, University Boulevard, and the Tyndall Avenue alignment

Area 2: Mixed Use Area
Restricted Heights - See Transition Area Policy B

Area 3: University of Arizona TOD Area
Owned by ABOR, except *privately owned

Support TOD on privately owned parcels, consistent with surrounding development - See Transition Area Policy B

MAP 4A BUILDING and MASSING, AREAS 1 and 2

View from Speedway/Euclid, looking southeast

Numbers refer to stories. Massing boundaries are approximate.

*2009 Plan Amendment, 140' building height allowed.



-  Modern Street Car Line
- Area 1**
-  Sub Area A
-  Sub Area B
-  Sub Area C
- Area 2**
-  NE Corner of Euclid Ave and 4th Street

MAP 4B BUILDING and MASSING, AREAS 1 and 2

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.

*2009 Plan Amendment, 140' building height allowed.



Modern Street Car Line

Area 1



Sub Area A



Sub Area B



Sub Area C

Area 2



NE Corner of Euclid Ave and 4th Street

- b. Sub-Area B (Maps 3, 4A and 4B): Building heights in this area are restricted to the existing zoning building height; except a building height of up to 14 stories is allowed in the northwest portion of the block bounded by 2nd Street, Park Avenue, University Boulevard, and the Tyndall Avenue alignment.
- c. Sub-Area C (see Maps 3, 4A and 4B): Four- and six-story building heights are allowed.
 - 1) Six -story buildings are allowed along Speedway Boulevard, and four-story buildings along Euclid Avenue;
 - 2) TOD uses as per Policy A apply;
 - 3) The street corner design guidelines should apply at the southeast corner of Speedway Boulevard and Euclid Avenue, to make a gateway architectural statement. The architectural style should be compatible with that of the West University historic neighborhood west of Euclid Avenue. The gateway building height may be a mixture of four and six stories, to assure a style compatible with the West University historic neighborhood;
 - 4) Architectural plans should be reviewed by the West University Neighborhood Association, the historic district advisory board, and the Tucson-Pima County Historical Commission. These groups shall make a recommendation to the Planning and Development Services Director; and
 - 5) Sidewalks will be designed to protect pedestrians from arterial traffic.

2. Area 2 – Mixed Uses, Restricted Heights (see Map 3)

- a. Unless otherwise noted, building height in this area is restricted to the existing zoning building height, or no higher than 40 feet for new development. The properties at the northeast corner of Euclid Avenue and Fourth Street may be developed to four stories along Euclid Avenue, to align with the Geronimo Hotel, and six stories to the east of this alignment (see Map 4B). Architectural plans should be reviewed by the West University Neighborhood Association, the historic district advisory board, and the Tucson-Pima County Historical Commission. These groups shall make a recommendation to the Planning and Development Services Director.
- b. Sidewalks will be designed to protect pedestrians from arterial traffic.

3. Area 3 – UA TOD Area (see Map 3)

Area 3 consists mostly of UA development, and includes a couple of parcels not owned by ABOR. Private property in Area 3 may be developed with TOD-supportive uses, as per Transition Area Policy A. Building height consistent with the surrounding development is allowed.

TRANSIT-ORIENTED DESIGN GUIDELINES

It is encouraged that new development in the Transition Area adhere to the following:

1. Overall Design Guideline - Development in the Transition Area shall be focused on creating an urban neighborhood with residential and non-residential uses, and a multi-modal emphasis that is comfortable for pedestrians.
2. Streetscape Design - In developing a streetscape for a new development, the following design features are encouraged:

Sidewalks

Sidewalks should be designed to be consistent with adjoining properties, and wide enough to comfortably accommodate pedestrian traffic. Further, they should include, when practical, space for street features like outdoor seating for restaurants and cafes, merchandise display, vegetation, and street lights. Sidewalks will be designed to protect pedestrians from arterial traffic.

Building Height Transitions

Buildings along Speedway Boulevard and Euclid Avenue should be designed to step back building height away from the arterial streets.

Permeability

First floors of buildings should have a significant portion of the façade area with windows that highlight visible activity within and outside the building.

Entrances

Front doors should be visible or identifiable from the street and spaced to accommodate pedestrians.

Setbacks

Building should be designed to be adjacent to the sidewalk. Parking areas should be either within a parking structure or at the side or rear of the building.

Shade

Walking, waiting, and seating areas should be designed to assure that pedestrians are provided a shade option by trees or artificial shading devices, such as covered walkways, awnings, balconies, and overhangs. Shaded patios, courtyards, and covered walkways contribute to a pedestrian environment, add architectural value, and create areas for passive and active recreation.

Landscaping

Vegetation should be encouraged around development to provide shade and ground cover so as to present a cool respite from the extremes of Tucson weather. The vegetation should be drought tolerant and planted using best practices of urban landscaping design. Vegetation should be strategically located to reduce solar heat gain and create shade.

Street Corners

Street corners offer an opportunity to create open space, public gathering places, and neighborhood entry features. Buildings at street corners have a high level of visibility. The height, massing and accent materials of buildings at corners should be encouraged to display interesting architectural features, and create shade areas and public gathering spaces. Uses such as cafes and restaurants, when safely designed, should be located nearby to activate the area.

Open Space

New development is encouraged to have ample open space features such as esplanades, courtyards, plazas and similar features to create public gathering spaces. Pedestrian activities should be considered in the design and planning of ground floor spaces so there is easy passage to the nearby public spaces. It is important that the plazas, parks and similar open space areas provide ample shade structures and tree canopies. Open space areas should be designed as a ratio of the lot size, and have a public function.

3. Architectural Design

Scale, Proportion, and Massing

A building's scale, proportion and massing should create a comfortable and well-detailed urban environment by establishing a broad variety of buildings, heights, architectural form and detail. Scale, proportion, and massing should also establish architectural patterns or features that relate to adjacent developments. Large areas of undifferentiated or blank building façades or out-of-scale buildings should be avoided. Varying proportions are encouraged. The building design and street level architectural details should reinforce active streetscapes and be of visual interest to pedestrians.

Solar Heat Gain

Landscaping and shade are especially encouraged on the south and west sides of new development. Heat build-up should be minimized, especially in pedestrian areas. Energy consumption should be designed to be efficient within the development. Paved surfaces should be minimized on the south and west sides of buildings where vegetated ground cover, permeable surfaces and trees are encouraged. Roofs should be designed to include vegetation and/or highly reflective materials.

4. Parking Design - Most parking should be within a parking structure. Parking structures should be designed to activate the street level by incorporating ground floor retail/commercial uses, and have visually appealing facades. Large areas of surface parking should be discouraged, as they create an uninviting pedestrian zone. Individual parking plans are encouraged for each development. The City or other property owners may need to consider a public parking structure if the need for one is identified. All new development must include adequate bicycle parking.

5. Loading and Service Areas Design - Loading and service areas should be located away from pedestrian areas, and visually minimized. Service driveways should be at the rear or side of development, or located within a parking structure. They should be screened with landscaping or other architectural screening elements. Temporary loading zones may be located on rear or side streets and used during off-peak hours.
6. Access Management - Existing and new sidewalks should be maintained to be readily accessible and easily connected to adjoining properties. Where driveways are necessary, they should be designed to have the least interference with pedestrian areas.
7. Special Streetscape Design Scenarios
 - a. *Speedway Boulevard and Park Avenue Buffering*
Development along Speedway Boulevard and Park Avenue should be designed to assure pedestrian comfort and safety, by incorporating wider street setbacks along Speedway Boulevard and maintaining existing sidewalk widths (at least 10 feet) on Park Avenue. Bollards, trees and similar features should be used to increase pedestrian safety, especially along Speedway Boulevard. Wider sidewalks should also be considered as practical, to allow pedestrian passage and safety.
 - b. *Southeast Corner of Speedway Boulevard and Euclid Avenue*
Development along this corner should be designed to be historically compatible with the adjacent neighborhood to the west, and provide a “gateway” entry to the UA environs. Buffering should be provided between the more dense development to the east, and the established residential area to the west. Sidewalks should be located along Speedway Boulevard and Euclid Avenue, and should incorporate pedestrian safety and comfort features.
 - c. *Northeast corner of Euclid Avenue and Fourth Street Buffering*
Development along Euclid Avenue should be designed to assure pedestrian comfort and safety. Bollards, trees and similar features should be used to increase pedestrian safety. Wider sidewalks should also be considered as practical, to allow pedestrian passage and safety.

POLICY 2.3 - NEW RESIDENTIAL DEVELOPMENT (Outside of the Transition Area):

As living in the inner city becomes more attractive and more in demand, incentives are needed to encourage construction of residential units that maintain the vitality of neighborhoods and their schools. This policy applies to new residential development outside of the Transition Area.

Action Needed

Action Needed

A. Encourage the construction of new compatible residential development within the West University Neighborhood.

1. Encourage the development of sensitively designed housing units on scattered lots (infill construction) throughout the West University Neighborhood.

2. ~~a~~ Stimulate the construction of sensitively designed, moderate density housing and explore the potential for mixed use residential/commercial development at appropriate locations as shown on the Development Concept Map. Moderate residential densities of 15-40 units per acre are appropriate.

~~b. — Allow for sensitively designed dormitory uses with integrated commercial development within the area bounded by Tyndall Avenue, Second Street, Euclid Avenue, and University Boulevard, with a density of up to 126 units per acre to be based on conformance with the following criteria:~~

~~1) — Development shall provide a transition of building heights from lower scale development along Euclid Avenue and University Boulevard, to greater heights toward the northeast corner of the site. Design treatments, including setbacks, stepbacks, and variations in roofline shall be used to accomplish this objective. No portion of ground level development should contain extensive unbroken wall surfaces or other monotonous visual features.~~

~~2) — Development along University Boulevard shall maintain the scale and character of existing historic development in conformance with the criteria of the Tucson Historic District and Landmark Zone Ordinance. Development plans for the entire site shall be reviewed by the West University Historic District Advisory Board. In addition, development of the entire project shall reflect and compliment the architectural context and character of the University of Arizona campus. Review of this criteria shall be carried out by the Architectural Approval Board.~~

~~3) — Development shall maintain and enhance pedestrian linkages and lively street level pedestrian activity along University Boulevard and Tyndall Street. Commercial activity, including outdoor displays and seating areas, shall be provided at the street level.~~

~~4) — Streetscape improvements shall conform to the character and scale of other streetscape improvements in the neighborhood, particularly along University Boulevard. The provision of shade, transit stops, street furniture, and other improvements shall be encouraged.~~

- ~~5) Landscaping shall be chosen which is compatible in species, scale, and pattern of use as that which is historically found in the West University Neighborhood. Landscaping should otherwise be designed to conserve water.~~
- ~~6) Any development will be subject to the approval of a developer-funded traffic and circulation impact study, acceptable to the City of Tucson. Design shall orient traffic away from established residential areas. No vehicular access shall be allowed on University Boulevard.~~
- ~~7) Maximum building height (exclusive of elevator housing) will be 90 feet with 50 percent of the total building area to be 40 feet in height or less. An allowance of up to 25 feet in additional height will be granted for the following provisions:
 - ~~a) The provision of an integrated design and development for the entire block;~~
 - ~~b) The provision of commercial uses and related pedestrian amenities along the entire blockface of University Boulevard; and~~
 - ~~c) The provision of all required parking on-site, with all residential parking to be located underground, below existing street grade.~~~~

~~(October 12, 1987, Resolution #14220, WUNP, New Residential Development, Policy 2, A.2.b.)~~

- ~~e. Allow for sensitively designed high intensity residential uses (up to 100 units/acre) with integrated commercial and office uses, at the southwest corner of Park Avenue and First Street. The building height will be a maximum of 6 stories. All access will be provided from Tyndall Avenue, and this development will be subject to a developer-funded traffic and circulation study, acceptable to the City of Tucson. Streetscape improvements will be consistent with the scale and character of a regional activity center. To the greatest extent practicable, all uses will be oriented towards the campus community and surrounding neighborhoods.~~

~~(January 12, 2004 Resolution # 19760, WUNP, New Residential Development, Policy 2.A.2.c.)~~

- B. Ensure that new residential developments of significant size incorporate general recreational amenities and landscape areas as part of their overall development programs.
- C. Ensure that new residential developments provide adequate off-street parking. This is especially important in areas of the neighborhood where existing houses do not have off-street parking.
- D. Encourage ~~the vacating of that~~ underutilized alleys ~~either be vacated and the returned of this land~~ to adjacent property owners, ~~development for other public purposes~~ (e.g., recreational facilities), ~~development~~ as off-street parking areas, or ~~sale sold~~ to private developers.

POLICY 3 4 - COMMERCIAL AND OFFICE DEVELOPMENT ([Outside of the Transition Area](#))

Commercial and office activities serve the needs of the neighborhood, the community and the region. Therefore, the adequacy and appropriateness of office or commercially zoned land should be evaluated and zoning adjustment made when necessary. [This policy applies to new commercial and office development outside of the Transition Area.](#)

Action Needed

- A. Ensure that conversion of residential structures to nonresidential uses is minimized to protect the integrity of residential areas.
 - 1. Closely review all zoning requests for conversion within the neighborhood to ensure they comply with the following criteria:

Consider conversion of residential uses to office uses along major streets in the "Low Density and Related Services" areas, only when all of the following criteria apply:¹

(March 24, 1986, Resolution #13561, WUNP Commercial Development Policy 3.A.1)

- a. the adjacent uses and zoning are also office or commercial.
- b. access can be provided from the front or side of the property.
- c. parking and maneuvering requirements can be met on-site.
- d. the parcel is not suitable for residential purposes.

¹With the exception of 0-1 rezoning cases on Speedway Boulevard where Criterion "a" is deleted. In such cases access alternatives shall be carefully evaluated and consolidated access shall be encouraged wherever possible.

(November 28, 1988, Resolution #14706, WUNP Commercial Development Policy 3.A.1)

When a rezoning application is for adaptive reuse, the stability of the property for residential purposes shall be determined by the governing body on a case by case basis.

2. Consider the partial conversion of residential uses to residentially scaled office uses in the “Low Density and Related Services” areas when in conformance with the following criteria:
 - a. The property is of suitable size and configuration such that the residential and office component use can operate compatibly on-site. This will be accomplished by maintaining the existing residential portion of the site.
 - b. The scale of the office use, considering its size and intensity, will not create traffic, parking, or other negative impacts which would adversely affect the character of the area.
 - c. The residential and office component use meets the following criteria:
 - 1.) The property is located within 400 feet of Speedway Boulevard, Stone Avenue or Euclid Avenue.
 - 2.) All parking and maneuvering can be met on-site.
 - 3.) The office component portion of the site contains no more than two offices. If two offices are desired, the total square footage of both offices combined total a minimum of 1,600 square feet.
 - 4.) No more than 60 percent of the building or structure is devoted to office use.
 - 5.) The residential component is retained on-site and does not have a home occupation
 - 6.) The residential portion of the property contains only one single family use.

(June 28, 1993, Resolution #16335, WUNP Commercial Development Policy 3.A.2.)

- B. Prevent the establishment or extension of strip commercial districts in the neighborhood.
 1. Support the maintenance, intensification, and strengthening of existing neighborhood commercial nodes at University Boulevard/Tyndall Avenue and Fourth Avenue/Sixth Street.
 2. Restrict commercial development to those areas identified on the Development Concept Map.

- C. Upgrade and maintain existing commercial services.
 - 1. Promote shared off-street parking facilities, the development of streetscape improvement programs, and the establishment of landscape buffers between commercial uses and adjacent residential properties.
 - 2. Encourage commercial retail and service uses and related facilities to screen storage and trash removal areas.
 - 3. Encourage the development of off-street parking areas with appropriate amenities and screening within defined commercial districts.

D. Allow for the adaptive use/reuse of the historic YWCA building for professional and semiprofessional office uses, if the following criteria are met:

- 1. The existing principal structure on the parcel is retained.
- 2. The existing principal structure, which contributes to the historic district, is maintained.
- 3. The governing body has determined that the structure is not suitable for residential use.
- 4. The office use does not adversely impact surrounding land uses.

(September 14, 1992, Resolution 16107, WUNP ADD Commercial Development Policy 3.D Adaptive Reuse of YWCA)

E. Allow for the adaptive reuse of the old Lohse YMCA ~~building~~ site for residential, craftwork, entertainment, gallery, professional, and semi-professional office and restaurant uses if the following criteria are met:

- ~~1.~~ ~~The existing principal structure is retained~~
- ~~2.1.~~ The craftwork, entertainment, gallery, and office uses do not adversely impact surrounding residential land uses.
- ~~3.2.~~ Adequate off street parking is provided to prevent spill-over into the West University Neighborhood.
- ~~4.3.~~ Parking access and egress are designed so as to minimize non-residential traffic on residential streets.

(April 14, 1997, Resolution #17608, WUNP add Commercial Development Policy 3.E. Adaptive Reuse of YMCA)

POLICY 4.5: PUBLIC IMPROVEMENTS

West of Euclid Avenue, dDevelop and maintain a streetscape that supports the West University Neighborhood's residential and historic character.

Action Needed

- A. Ensure that any transportation improvements that affect the West University Neighborhood are designed to ensure maintenance and preservation of neighborhood integrity and character.
 - 1. Ensure that any transportation improvements within or adjoining the neighborhood are done in a manner which minimizes impact on the neighborhood. Great care should be taken to ensure maximum protection to existing residential structures within the National Register of Historic Districts, and minimum property acquisition should occur only after all other avenues of action have been explored with the neighborhood.
 - 2. Work closely with municipal and regional transportation planners to minimize new traffic flow within the neighborhood and, insofar as possible, to reduce existing traffic flow.
 - 3. Maintain residential speed limits on all interior streets within the neighborhood.
 - 4. Ensure that new major traffic arteries are routed around, rather than through, the neighborhood.
 - 5. Ensure that all residential uses are adequately buffered from major transportation corridors.
- B. Support the development of public transit facilities necessary to serve the West University Neighborhood, and link it with other parts of the community.
 - 1. Maintain a level of bus routes and stops which adequately serve the community while protecting lower density residential areas from unwarranted intrusion.
 - 2. Encourage the appropriate maintenance of bus stops and waiting areas, including the surfacing and placement of benches and bus waiting shelters.
 - 3. Develop bus stop benches and shelters that are architecturally consistent with the historic nature of the West University Neighborhood.
 - 4. In coordination with the *El Centro de Tucson Design Plan*, encourage the reintroduction of the University trolley/tram following the Fourth Avenue/University Boulevard route to the Central Business District (CBD).

5. Support the implementation of a modern streetcar in the neighborhood, linking the UA, Fourth Avenue, the Tucson Downtown area, and areas west of Downtown.
- C. West of Euclid Avenue. Upgrade and improve the existing streetscape elements (lights, signs, and sidewalks) in a manner that is consistent with the residential and historic nature of the West University Neighborhood.
1. Develop and implement a neighborhood-wide program to upgrade the existing street light system to contemporary standards for security and energy conservation, while maintaining the historic street lights in designated areas.
 2. Ensure that all remaining old style street signs are preserved. In addition, develop a program to replace all new style signs with newly-manufactured replicas of the old style signs. The designated National Register of Historic Districts should receive first priority for this program. However, the entire West University Neighborhood should eventually receive the old style signs to promote neighborhood identity.
 3. Replace damaged sidewalks and install new sidewalks where none exist. Ensure that all sidewalk replacement and repair work maintain WPA imprints and cast metal water utility stop boxes.
- D. Designate and improve major pedestrian corridors that: (a) link major community elements (e.g., residential areas, commercial areas, campus) and (b) stimulate foot travel and bicycling.
1. Install handicapped ramps at all major street intersections.
 2. Encourage paving and lighting improvements to public alleys throughout the neighborhood.
- E. Work for the continued upgrading, facility improvements, and security patrols in DeAnza and Catalina Parks to encourage community social interaction.
1. Provide general improvements to DeAnza and Catalina Parks, such as lighting, irrigation systems, planting beds, walkways, seating, etc.
 2. Continue the development of DeAnza Park, at Speedway Boulevard and Stone Avenue, as a community park to serve the needs of the neighborhood, the adjacent Pima Community College and city-wide needs.
 3. Continue the development of Catalina Park, at Fourth Avenue and Second Street, as a neighborhood park to primarily serve the needs of neighborhood residents (e.g., active recreation, passive recreation, events programming).

POLICY 5.6: UNIVERSITY OF ARIZONA

Work closely with the UA to assure that University-related development is compatible with the character of the neighborhood.

Action Needed

- A. Continue to ~~work~~ coordinate with the UA ~~through the Campus Community Relations Committee and through other means as appropriate to assure the~~ regarding the implementation of the University projects in keeping with the "transition zone" concept set forth in the in the West University neighborhood, consistent with this neighborhood plan and the UA Comprehensive Campus Plan.
- B. Work with the UA and the City of Tucson to limit the number and ensure the appropriate location of fraternities and sororities so as to minimize adverse impacts on the Neighborhood.
- C. Continue to work with the UA and the City of Tucson Transportation Department in examining the possibility of street closures in the Fifth Street and Tyndall Avenue area.

West University Neighborhood Plan Land Use Map



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 West Univ. Transition Area

Land Use

-  Maintain and Infill Low Density Residential and Related Services (1-15 Units Per Acre)
-  Maintain Moderate Density Residential (15-40 Units Per Acre)
-  New Development – Mixed Use Commercial/Residential (15-40 Units Per Acre)
-  Maintain Existing Commercial
-  University Acquisition Areas

Amendments

-  Maintain Existing Public and Semi-public (See Commercial and Office Development Land Use Policy 3.D for Adaptive Reuse of the Historic YWCA Building. Amended September 14, 1992, Resolution 16107)
-  Amended October 12, 1987 to Allow Dormitory/Commercial Development Subject to Criteria of Subpolicy 2.A.3.B
-  Amended February 11, 1991, Resolution No. 15586, to Allow Residentially Scaled Office Uses on the Western 1/2 of Block Bordered by Speedway, Tyndall, First St., and Euclid
-  Amended April 12, 1999, Resolution No. 18264, to allow Residentially Scaled Office Uses on 3 lots at 935, 939-41, and 943 E. Tyndall Ave.
-  Amended January 12, 2004, to allow New Development-Mixed Use Commercial/Office/Residential (up to 100 units per acre). See new Residential Development Policy 2.A.2.C., Resolution No. 19760.
-  Amended December 7, 2009, Resolution No. 21449, to allow 140' High Building in the Northwest Portion of the Block Between University Blvd. and Second Street, and Park Avenue and the Tyndall Avenue Allignment

MAP 5 West University Neighborhood Plan Land Use Map



Legend

-  Maintain and Infill Low Density Residential and Related Services (1-15 Units Per Acre)
-  Maintain Moderate Density Residential (15-40 Units Per Acre)
-  New Development - Mixed Use Commercial/Residential (15-40 Units Per Acre)
-  Maintain Existing Commercial
-  University Acquisition Area
-  Maintain Existing Public and Semi-Public (See Commercial and Office Development Land Use Policy 3.D for Adaptive Reuse of the Historic YWCA Building. Amended September 14, 1992, Resolution No. 16107.)
-  Amended _____, Resolution No. _____ to allow land uses and building heights as per the Transition Area Policies.

APPENDIX

WUNP – AMENDMENT HISTORY

West University Neighborhood Plan

<u>DATE</u>	<u>Reso. #</u>	<u>Amendment Description</u>	<u>Map Change</u>	<u>Policy Change</u>	<u>NOTES</u>
3/24/1986	#13561	In "low density and related services areas", the policies were revised to prohibit conversions of residential to commercial uses, and to allow conversions of residential to office uses only along major streets, and subject to certain criteria.		X	Neighborhood-initiated amendment, in response to several rezoning requests to convert residential to commercial and office uses, in "low density and related services areas."
10/12/1987	#14220	Allowed high-density dormitory housing (up to 126 units/acre), and building heights of up to 90 feet, with integrated commercial development, on the block between Tyndall and Euclid Avenues, and University Boulevard and 2 nd Street Prior to the amendment, the plan called for "maintaining existing commercial uses" on the eastern half of the site, and mixed-use commercial/residential development (15-40 units/acre) on the western half of the site.	X	X	The project upon which the amendment was based (UT Commons) was never built. Because the amendment allowed for an increased building height, it allowed a rezoning to proceed for the Main Gate redevelopment, including the hotel at the southwest corner of Tyndall and 2 nd Street. The amendment area was redeveloped with the hotel, the UA's University Services building west of the hotel, and Main Gate shops along University Boulevard.

West University Neighborhood Plan

<u>DATE</u>	<u>Reso. #</u>	<u>Amendment Description</u>	<u>Map Change</u>	<u>Policy Change</u>	<u>NOTES</u>
8/1/1988	#14564	Neighborhood Plan Update		X	Plan was updated at the request of the neighborhood. Plan policies were revised to strengthen the language that promotes maintaining and enhancing the residential character of the neighborhood. New policies were added to guide development in the transition area, as well as development by the University of Arizona in the neighborhood plan area.
11/28/1988	#14706	On Speedway Boulevard, in "low density and related services" areas, permitted the conversion of residential uses to O-1 office uses even if the adjacent uses and zoning are residential (it waived the adjacency criterion along Speedway Boulevard).		X	See Commercial And Office Development Policy 3.A.1, and footnote 1. Some homes along Speedway were subsequently rezoned to O-1 and converted to residentially-scaled office uses.
2/11/1991	#15586	Allowed residentially-scaled office uses on the east side of Euclid, between Speedway Boulevard and First Street. Prior to the amendment, low density residential and related services were allowed.	X	X	The Marshall Foundation rezoned and converted three residential structures to O-1 office uses, at the northeast corner of Euclid and First Street.
9/14/1992	#16107	Allowed the historic YWCA building, at 738 N. Fifth Avenue, to be adaptively re-used for office purposes. Prior to the amendment, the plan allowed "public/semi-public uses."	X	X	The site was rezoned to permit office uses, and the building is currently used as offices.

West University Neighborhood Plan

<u>DATE</u>	<u>Reso. #</u>	<u>Amendment Description</u>	<u>Map Change</u>	<u>Policy Change</u>	<u>NOTES</u>
<u>6/28/1993</u>	<u>#16335</u>	<u>Allowed partial conversion of residential uses to residentially-scaled office uses, in "low density residential and related services areas", subject to criteria.</u>		<u>X</u>	<u>Amendment was filed to allow the property at 1010 N. Fifth Ave. to be rezoned to O-1, to allow the owner to sublease the office space. There was a legal, non-conforming office use on the site, in addition to a residential use. Without the rezoning, code restrictions allowed only the resident and one outside employee to use the office space. The amendment request resulted in a decision to add a new policy allowing partial conversions of residential to office uses in certain locations, subject to certain criteria. The site was subsequently rezoned and redeveloped with a small office use.</u>
<u>4/14/1997</u>	<u>#17608</u>	<u>Allowed a mix of studio, rehearsal, performance, gallery, office and residential uses, on the site of the former Lohse YMCA building on NEC N. 5th Ave. and E. 6th Streets.</u>		<u>X</u>	<u>This amendment was for the International Arts Center, which was never built. The building was razed. The site, which had been vacant for over a decade, is being developed as a 5-story student housing project.</u>
<u>4/12/1999</u>	<u>#18264</u>	<u>Allowed a residentially-scaled office use (O-1) on three lots at the southwest corner of First Street and Tyndall Avenue. Prior to the amendment, the area was designated as University Acquisition Area.</u>	<u>X</u>		<u>A rezoning to O-1 was processed but expired. The buildings are used primarily for University of Arizona purposes.</u>

West University Neighborhood Plan

<u>DATE</u>	<u>Reso. #</u>	<u>Amendment Description</u>	<u>Map Change</u>	<u>Policy Change</u>	<u>NOTES</u>
<u>1/12/2004</u>	<u>#19760</u>	<u>Allowed up to 6-story, mixed-use development at the southwest corner of Park Avenue and First Street. The previous land use designation was "maintain existing commercial".</u>	<u>X</u>	<u>X</u>	<u>The site has been developed with a bank and an associated parking area for several decades.</u>
<u>12/7/2009</u>	<u>#21449</u>	<u>Allowed a 140-foot high building at the southeast corner of Tyndall Avenue and Second Street. The site, which is west of the Louise Foucar Marshall Building, is currently vacant and is used as a surface parking area.</u>	<u>X</u>		<u>The amendment was for a planned hotel that would be the final phase of the Main Gate development.</u>
		<u>Added a new policy section and design guidelines to support transit-oriented development in the Transition Area, and the implementation of a modern streetcar through the neighborhood.</u>	<u>X</u>	<u>X</u>	<u>This amendment was directed by the Mayor and Council.</u>

UNIVERSITY AREA PLAN

(complete plan to be provided; please see proposed draft text changes)

UNIVERSITY AREA PLAN

SECTION 2: NEIGHBORHOOD CONSERVATION/HISTORIC PRESERVATION

Policies:

3. Support the continued vitality of established pedestrian ~~commercial~~ districts (Map 4), including those areas such as Fourth Avenue which provide historic and cultural value to the University Area and the City.

Map 4: Pedestrian ~~Commercial~~ Districts

Show the entire Transition Area as a pedestrian district (need revised Map 4)

SECTION 3.B: NEW RESIDENTIAL DEVELOPMENT

Policies:

1. Except in the West University Transition Area, encourage residential infill ~~which that~~ is compatible with neighborhood scale, density and character, as outlined in the General Design Guidelines.
- 2.2.2 Except in the West University Transition Area, ~~M~~medium density (7-14 units/acre) residential development is appropriate in conformance with the ~~Residential Cluster Project (RCP)~~ Flexible Lot Development (FLD) provision of the Zoning Land Use Code, or where vehicular access is provided to ~~an arterial or collector street~~ a major street and vehicular traffic is directed away from the interior of low density residential areas.
- 2.2.3 Except in the West University Transition Area, ~~H~~high density (15 or more units/acre) residential development is appropriate in conformance with the ~~Residential Cluster Project (RCP)~~ Flexible Lot Development (FLD) provision of the Zoning Land Use Code, or in conformance with the following criteria:

(items 2.3.1 through 2.3.4 remain as is – type out)
- 2.2.4 Support new residential development in the West University Transition Area in accordance with the policy direction in the West University Neighborhood Plan.

SECTION 3.C: OFFICE/COMMERCIAL DEVELOPMENT

Policies:

1. Support the maintenance and intensification of neighborhood and UA campus-oriented commercial services (under the guidance of Office/Commercial Development Policies 3-3.3) in the following established pedestrian ~~commercial~~ districts:

SECTION 10: DEFINITIONS

~~Commuter Arterial Street: (delete entire entry)~~

Comprehensive Campus Plan (University of Arizona): A physical development guide for the ~~503-acre~~ UA campus planning area, including the UA main campus and the Arizona Health Sciences Center. The *Comprehensive Campus Plan* was adopted by the Arizona Board of Regents in 1988. It was revised in 2003, and updated in 2009.

General Plan (City of Tucson): Regional plan and physical development guide for Tucson ~~and Eastern Pima County~~, adopted by the Mayor and City Council in 1979. The policies of the *General Plan* offer a framework for the development of more specific plans to guide land use, transportation and housing in the City of Tucson. The most recent General Plan was adopted in August 2001.

~~Pedestrian Commercial District: Concentrated areas of commercial development in which pedestrian-oriented shopping and related activities is~~ are facilitated and encouraged, while auto circulation and parking is generally restricted (see ~~Activity Center Map 4~~).

~~Residential Cluster Project (RCP)~~ Flexible Lot Development (FLD): The ~~RCP FLD~~ provision of the City of Tucson ~~Zoning Land Use Code~~ provides flexibility in the development of residential projects which include consolidated open space and support community goals such as historic and archaeological preservation, and the development of barrier-free or low income housing, and urban infill. The ~~RCP FLD~~ may exceed standard residential densities subject to compliance with a number of specific development criteria, as outlined in Section ~~23-461~~ 3.6.1 of the ~~Zoning Land Use Code~~.

West University Transition Area: The area bounded by Euclid Avenue on the west, Speedway Boulevard on the north, Park Avenue on the east, and 6th Street on the south. Refer to the West University Neighborhood Plan for more detailed land use plan guidance for the Transition Area.

SIGN-IN SHEET

started 6:30 PM
ended 9:30 PM

9/19/11 COT Neighborhood Meeting

Transition Area Plan Amendments

Russell Moore

Residential Apartment Owner

Joanne Hershenhorn

City of Tucson
Planning + Development Services

Francis Saitta

Resident

NATALIE SHUTT-BAYKS

SHERLEY BULFINCH

KRISTI JOURDEN

VANTAGE WEST CREDIT UNION

Lyn Ashton

SARE Investments - resident

Ford Burkhardt

WUNA

VAL LITTLE

Jackie Barnes

WUNA

Gloria Day

Resident

Fernando Rodriguez

Resident

Cheri Wiens

Resident homeowner

Jill BIELAWSKI

Jill Bielawski

Bill Viner

KIVA STAR APTS

Steve Shenitzer

" " "

Kent Simpson

Tierra Antigua Realty - Downtown

Donovan Durband

Ward 6 COT

RESPIRE

ALAMO CH CO M/D/D/TSN

Diana Lett

Feldman's NA

Mindy Bensteis

WUNA / downtown business

Paul Wigbee

WUNA

Lynne Birkinbine

Resident + property owner

John Birkinbine

" "

WILLIAM HUBBARD

LMLN Properties, LLC

Cale Alvarez

7-11 CONSULTANT

9/19/11 COT Neighborhood Meeting
SIGN-IN SHEET, page 2

11/19/11

Alice Roe	Blenman Elm NA
John Merrin	
Hane McGilvin	Marshall Foundation
CHRIS GANS	WUNA
Stephen Bus	Campus Acquisitions
Richard Maynes	WUNA
Jennifer O'Connor	WUNA
John Patterson	WUNA
DAN WILHELM	WUNA
Marilyn Robinson	Deanna Institute
ROBERT PITS	WUNA AREA 9
DAVID LEE	SPEEDWAY PARK PLACE LC (SUBWAY)
DAVE BOSCH	WUNA
Lucinda Smedley	TREND report

9/19/11 NEIGHBORHOOD MEETING SUMMARY -

Transition Area Plan Amendment Proposal (West University Neighborhood Plan and University Area Plan)

Overview:

- meeting held on Monday, 9/19/11, from 6:30 – 8:30 p.m. (Jim Mazzocco and Joanne Hershenhorn, City of Tucson Planning and Development Services Department staff)
- Tucson Marriott, University Park, 880 E. Second Street
- approximately 34 people attended (excluding staff & consultants, see attached sign-in sheet)
 - attendees were mostly residents and/or property owners, West University Neighborhood (several from West University Neighborhood Association or WUNA)
- 45-minute power point presentation by staff, followed by 1 hour and 15 minutes of questions & answers, and feedback from the audience

Meeting Purposes:

- present city's draft plan amendment proposal
 - plan amendments first step; second step is to rezone area to Urban Overlay District
- get comments/feedback (for input to city's proposal)
- proposed schedule (for Mayor and Council adoption of plan amendments and Urban Overlay District)

Power Point Presentation - see pages 13-41

Note: Natalie Shutt-Banks and Alison Rainey, of the Boston/Phoenix architectural consulting firm Shepley-Bulfinch, assisted in preparing

Key Issues Discussed:

- **Residential area at southeast corner of Speedway Blvd. and Euclid Ave.**
 - several comments regarding the juxtaposition of 12 to 14-story buildings next to single-story residences (lack of an appropriate transition; too tall; should be sensitive to surrounding residential uses; need to mitigate impacts; buffers will be important) (*design techniques can mitigate impacts*)
 - how did we come up with 14 stories? (*property owner wanted to have that option*)
 - several comments that the city should propose transit-oriented development for this area
 - not a great place for existing residences
 - heavy traffic dangerous, as residences are close to street
 - not an appropriate gateway to the UA – prominent corner deserves special architectural treatment

- **Impacts of proposed massing, building heights, intensity**
 - effects on views and shadows, residential areas to the west (*visual and shadow analyses will be provided*)
 - will increase urban heat island effect (*design measures to mitigate, i.e., increase solar reflectivity of roof materials, reduce amount of impervious pavement, etc.*)
 - water use considered? (*UA is expanding; prefer to have housing & services next to the UA/less driving; taller buildings generally more energy-efficient than smaller residential buildings; makes sense to put taller buildings next to UA*)

- **Miscellaneous**
 - what's proposed for northeast corner of Euclid Ave./4th St. (*keep it the same as current plan*)
 - alley south of Speedway Blvd., between Euclid and Tyndall Aves., provides access to adjacent residences (*won't take away access*)
 - likes idea that infill development in Transition Area will occur from east to west
 - any plans to widen Speedway Blvd. or Euclid Ave. in this area? (*staff will look into*)
 - WUNA's voice wasn't heard during development of infill incentive district (IID) – WUNA wants to be heard this time (*revisit IID as part of proposed land use study along streetcar route*)

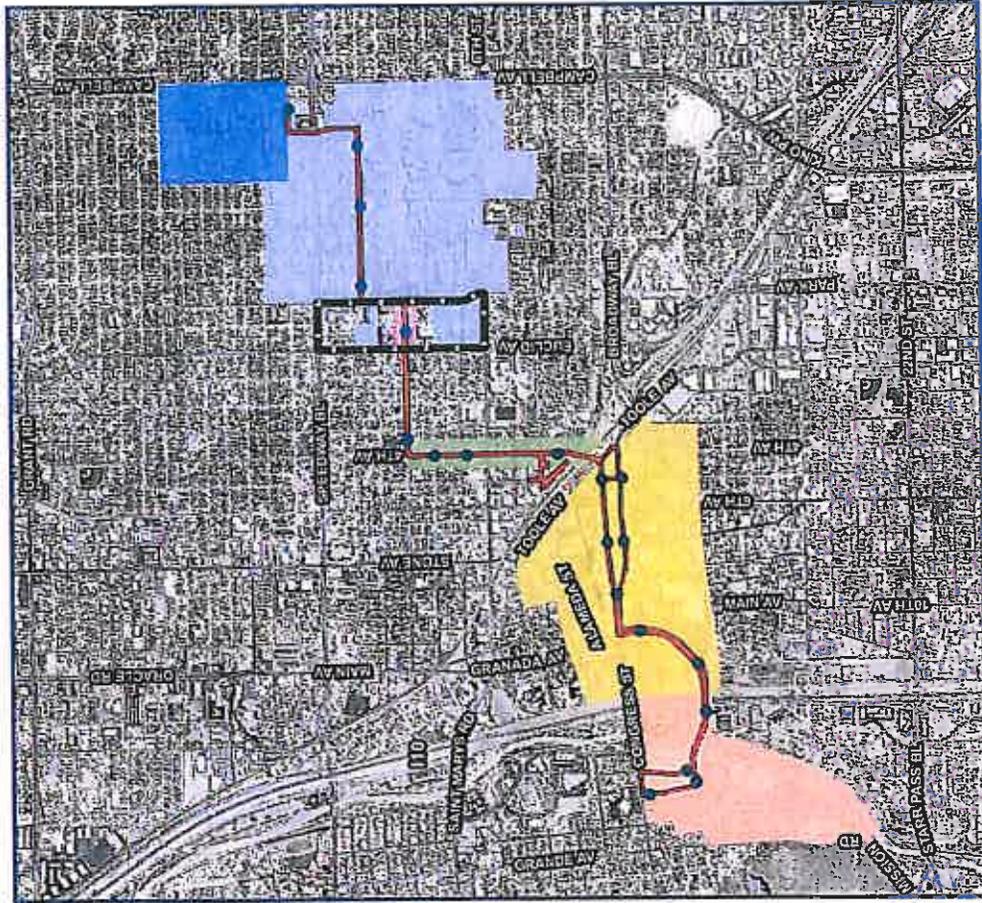
- **Process/Procedural**
 - will public hearing notices be in newspaper? (*yes*)
 - can there be a wider mass mailing so all in WUNA get? (*we'll check with PDSD Director*)
 - two opportunities for public input (at public hearings) inadequate
 - sounds like a "done deal"
 - can WUNA come up with an alternative to the city's Urban Overlay District document? (*Mayor & Council direction is for WUNA, developers, staff, community to work together; staff is trying to get consensus*)
 - does city staff have expertise to develop form-based code as basis for urban overlay district? City used consultant for Downtown Links (*no – we're working with consultants now and hope to sign a contract with Pima Association of Governments to hire consultant; city also plans to appoint architectural design professionals to advise staff*)

9/19/11 Neighborhood Meeting West University Transition Area



September 19, 2011

7



Linked Activity Nodes

- West Univ. Transition Area
- Modern Streetcar
- Streetcar Stops
- Arizona Health Science Center
- University of Arizona
- Main Gate Business District
- 4th Avenue Business District
- Downtown
- West of Downtown



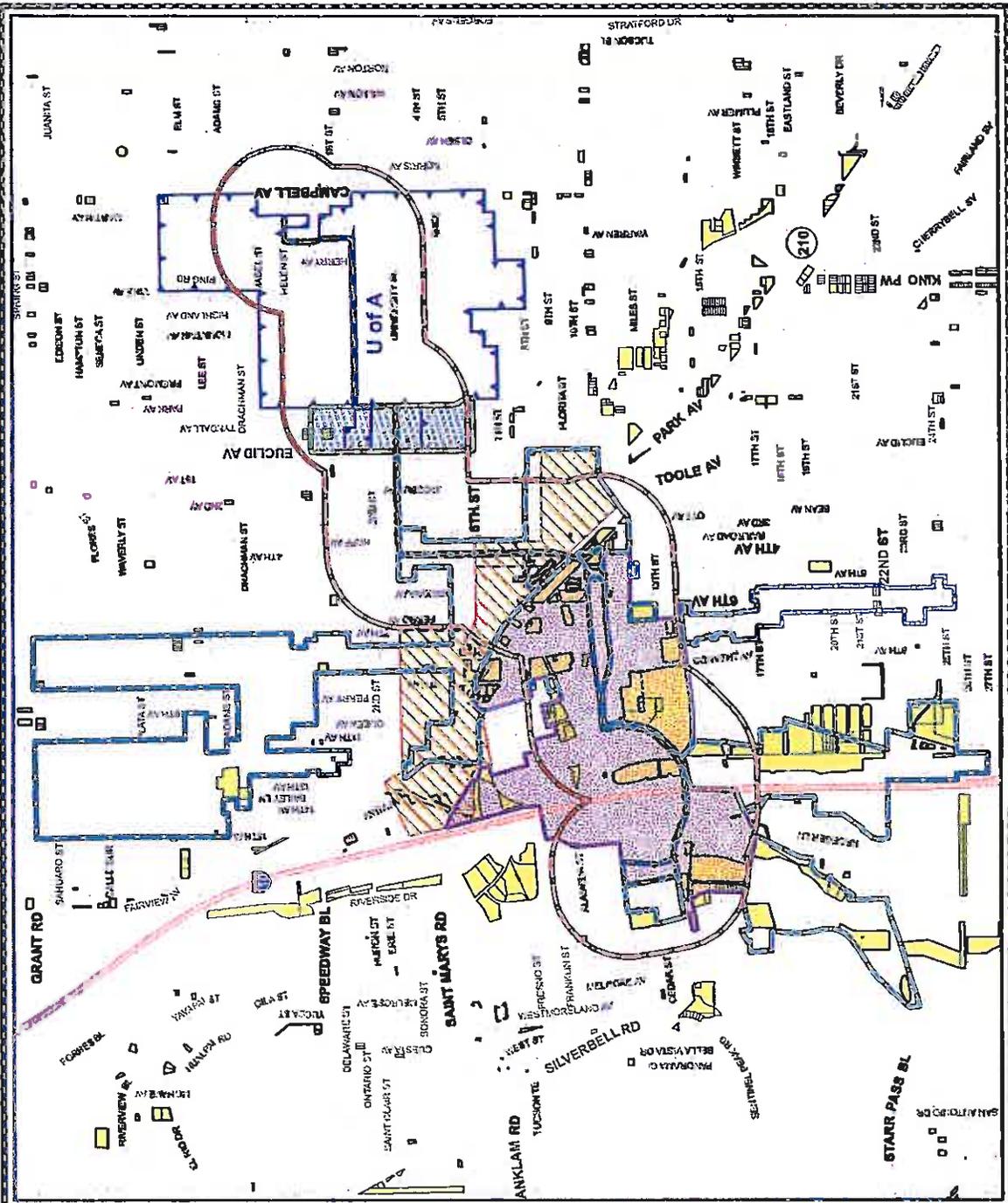
Map by www.tucsonaz.gov using Esri's ArcGIS software. Data provided by the City of Tucson.



September 19, 2011

16

September 19, 2011





Modern Streetcar Infill Opportunities

Legend

- Modern Streetcar
- Quarter Mile Focus Area
- West Univ. Transition Area
- UA Campus Planning Area
- City Owned Parcels (excluding parks)

Infill Areas

- Greater Infill Incentive Subdistrict
- Downtown Core Subdistrict
- Downtown Link Urban Overlay (proposed)

0.5
Miles





Mayor and Council Direction

June 2011 – initiated land use plan amendment to facilitate transit-oriented development (TOD) along streetcar route, in Transition Area, west of University of Arizona (UA)



September 19, 2011

Goal

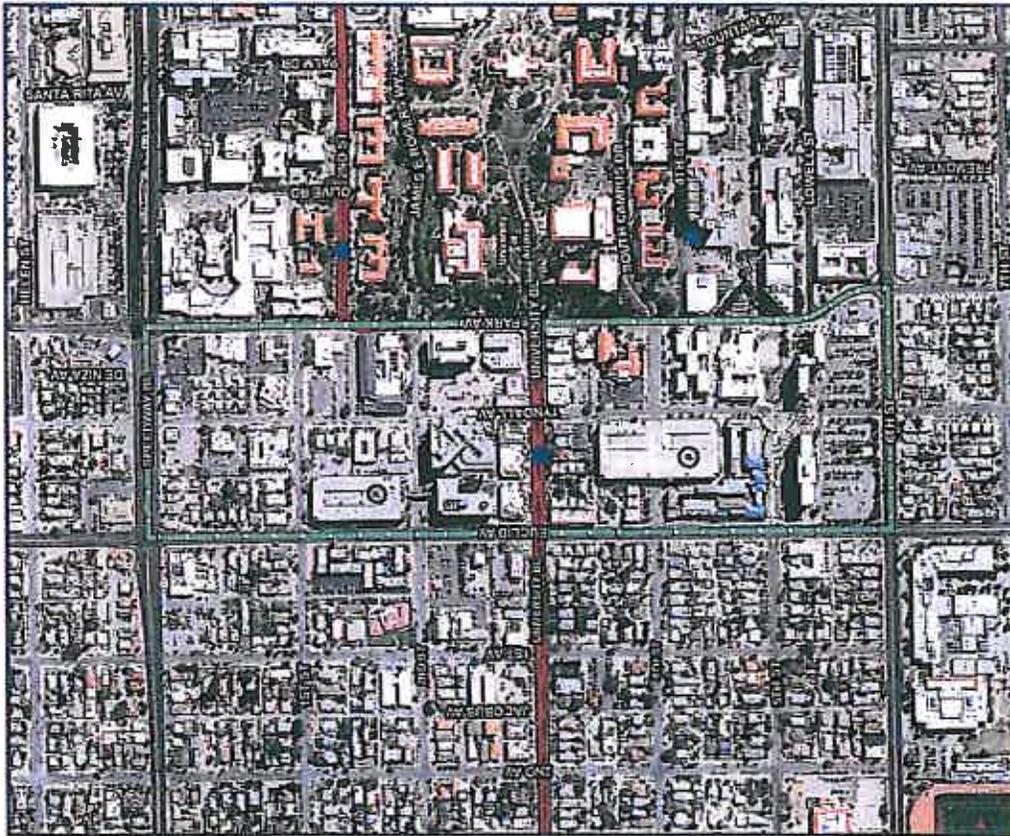
To have Transition Area ready to support transit-oriented development (TOD)

- requires amending land use plans
- requires rezoning to Urban Overlay District



Transition Area Overview

- UA on the east, historic residential neighborhood on the west
- West University historic areas
- two major land owners
- Main Gate commercial area along University Blvd.
- UA student housing north of 6th St.
- mix of residential and small business uses south of Speedway Blvd.



West University
Transition Area

September 19, 2011

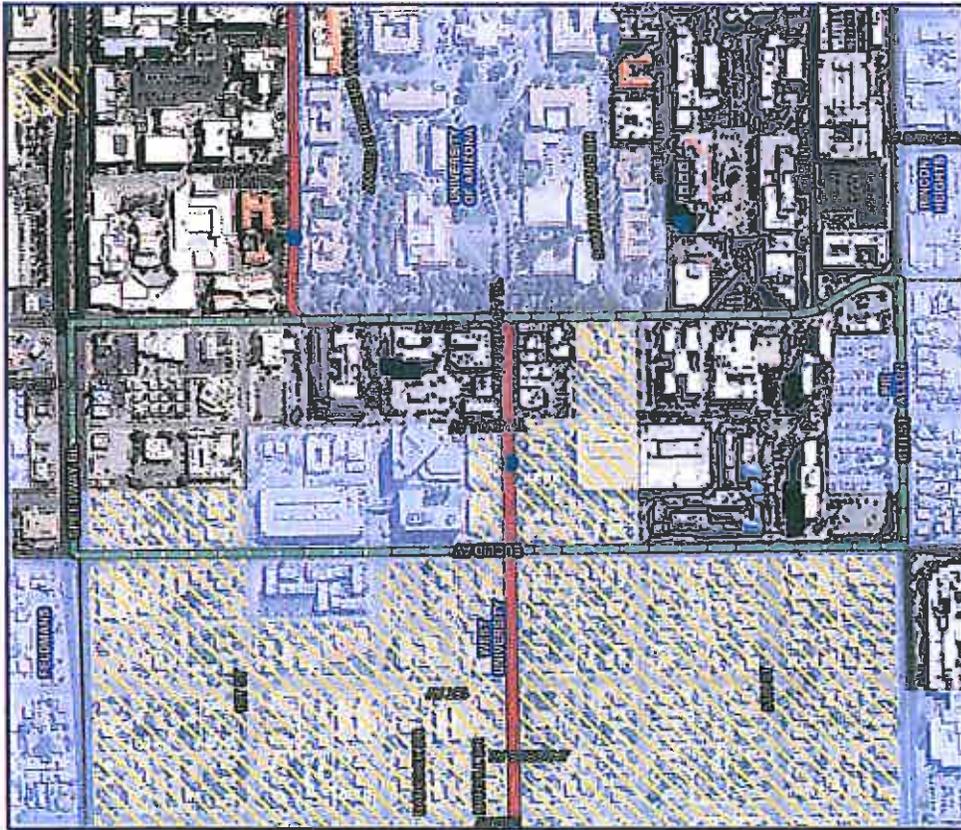
Historic Districts

West University National Register Historic District

- property tax reductions and tax incentives (State)
- tax incentives (Federal)

West University (Local) Historic Preservation Zone (HPZ)

- design guidelines for alterations to exterior appearance
- height compatible with contributing properties nearby
- demolition approved by Mayor and Council, public hearing



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September 19, 2011

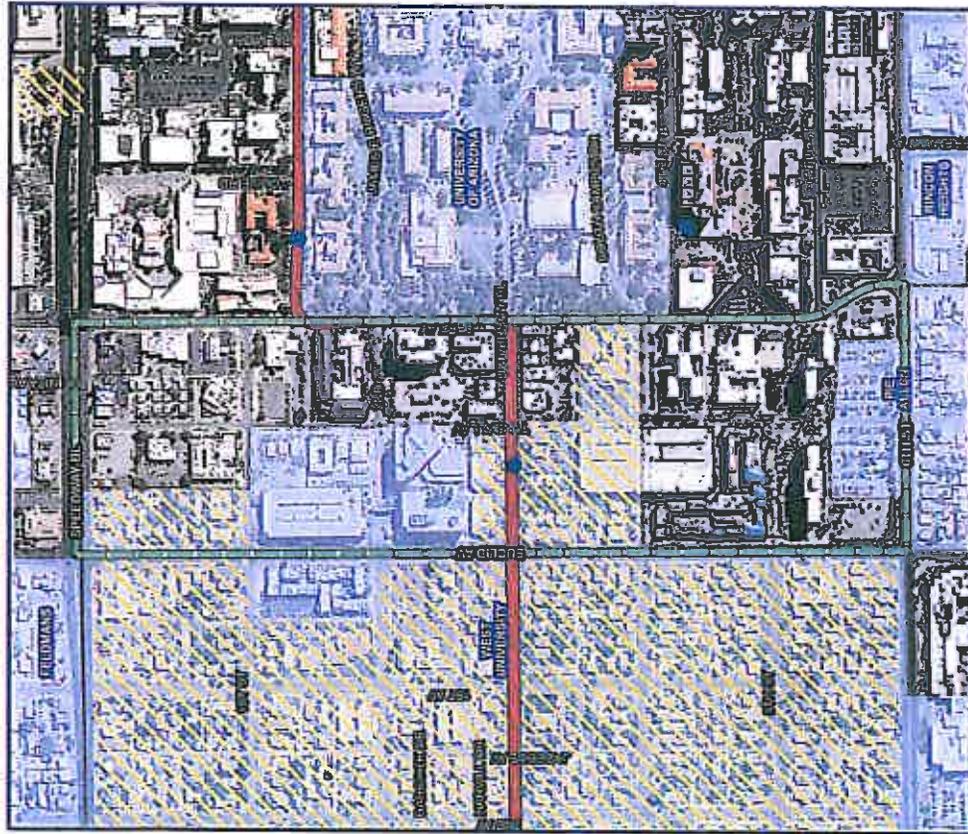
Historic Districts

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- property tax reductions and tax incentives (State)
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West University (Local) Historic Preservation Zone (HPZ)

- design guidelines for alterations to exterior appearance
- height compatible with contributing properties nearby
- demolition approved by Mayor and Council, public hearing



West University Historic Districts

- West Univ. Transition Area
- National Register Historic District
- Local Historic Preservation Zone (HPZ)
- Modern Streetcar
- Streetcar Stop

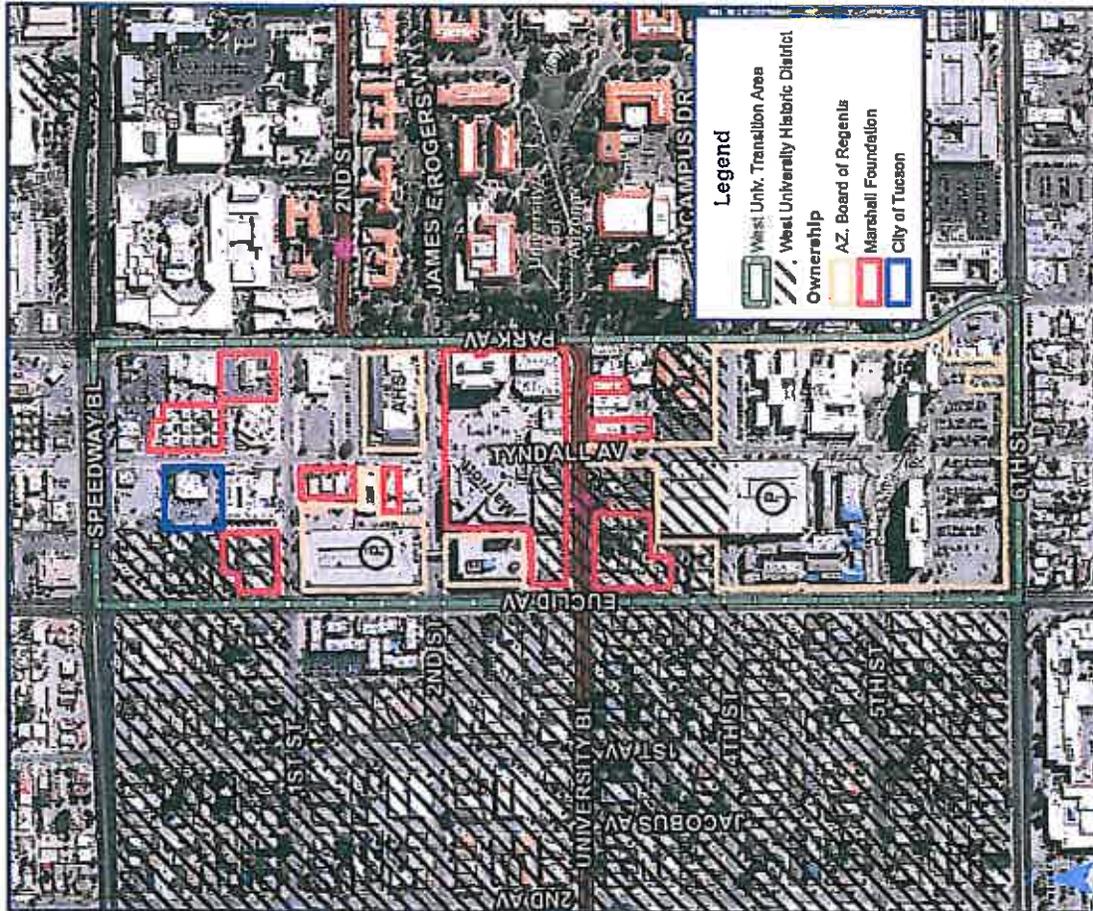
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Land Ownership

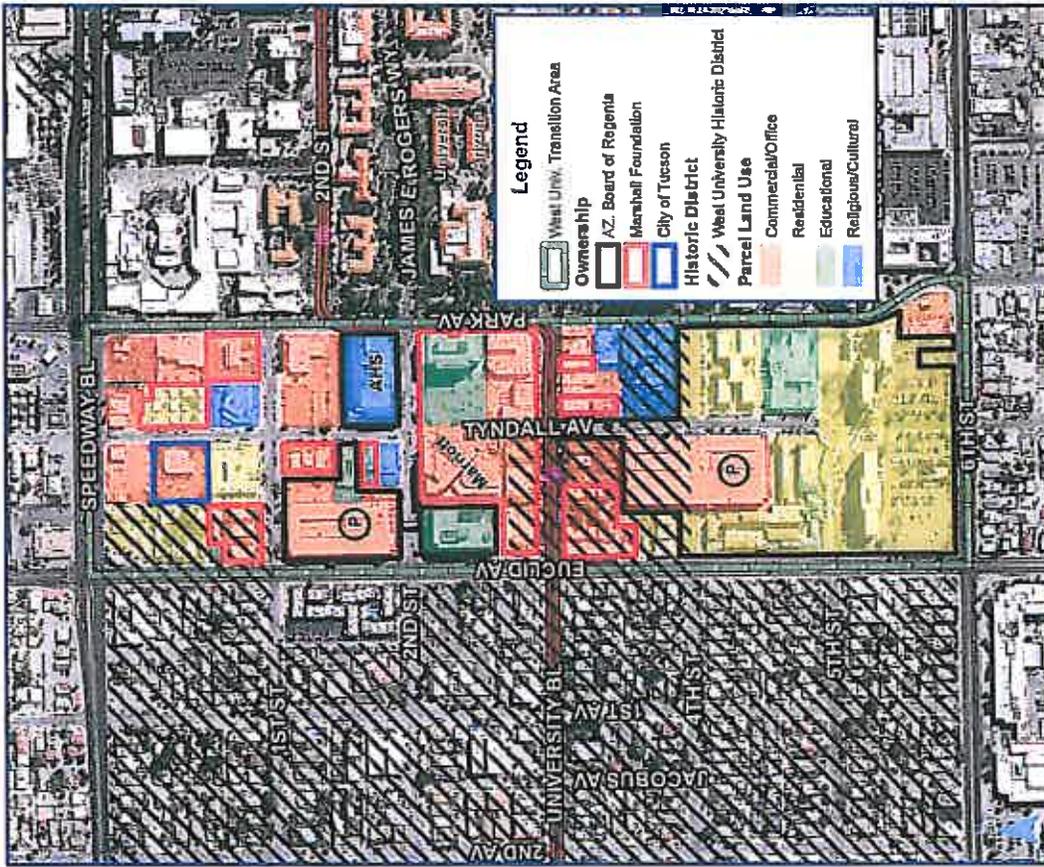
- Arizona Board of Regents (ABOR) and Marshall Foundation - major land owners
- City of Tucson owns two parcels south of Speedway
- several private landowners south of Speedway



September 19, 2011

20

2012



Transition Area Ownership and Land Uses

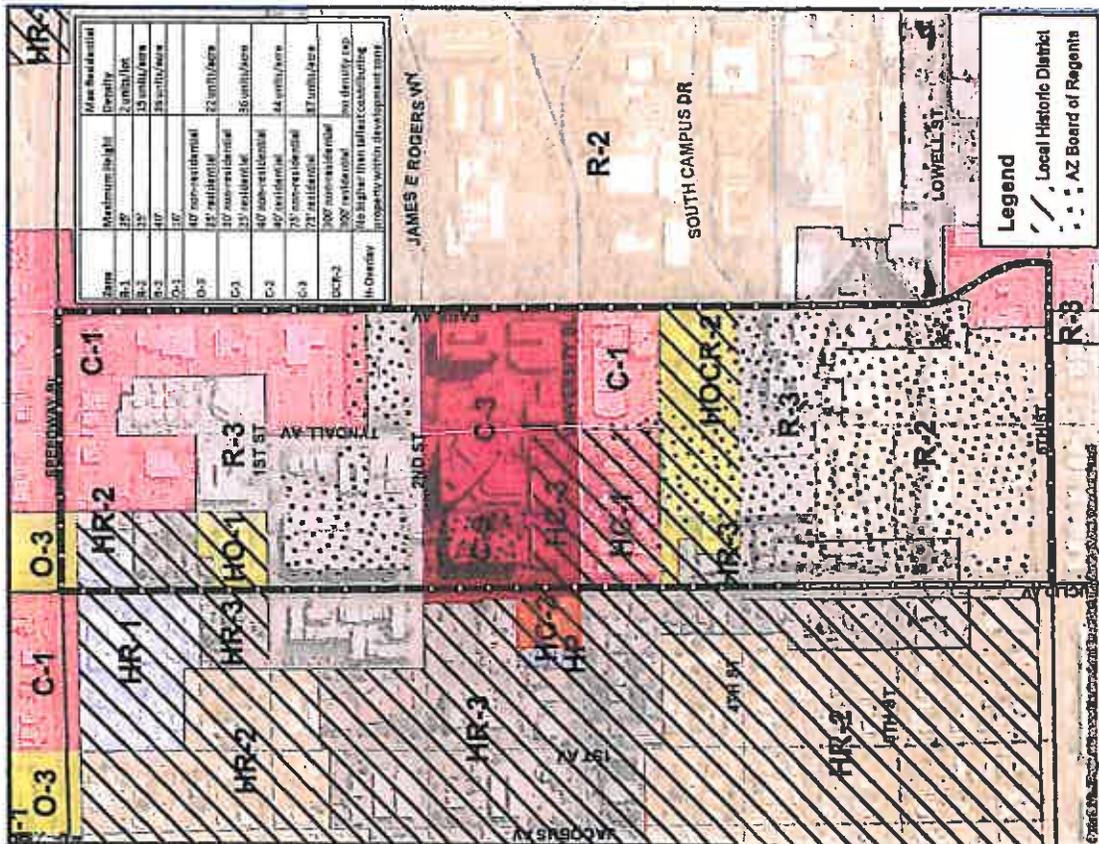
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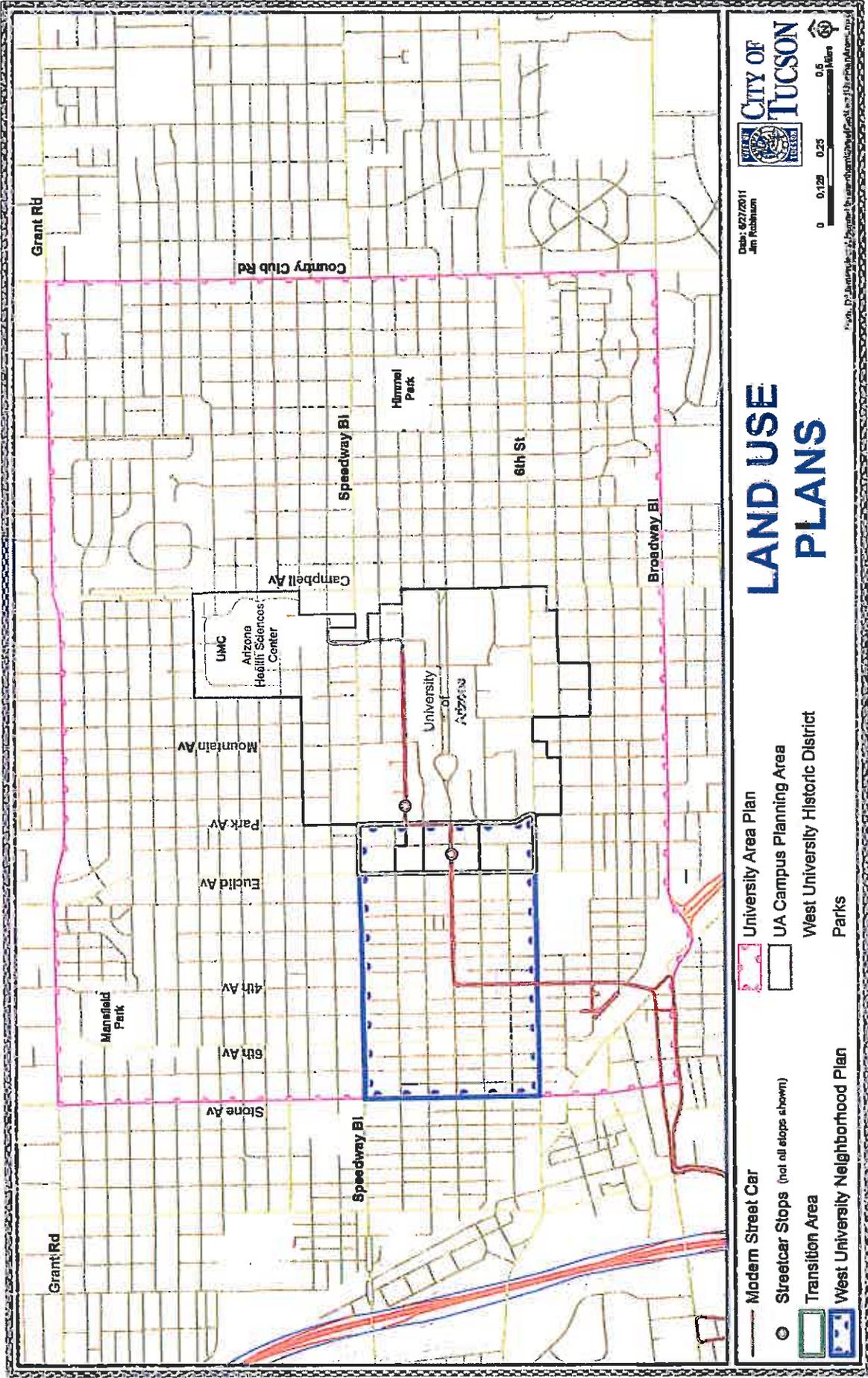
September 19, 2011

Zoning Map

- **ABOR: properties NOT subject to local planning and zoning regulations**
- **zones: C-commercial, R-residential, O-office, H-historic preservation; 1,2,3-intensity**
- **historic preservation overlay zone (HPZ): height restrictions**



September 19, 2011



DATE: 9/27/2011
 JIM ROBINSON
 CITY OF TUCSON
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 Feet Miles

LAND USE PLANS

- University Area Plan
- UA Campus Planning Area
- West University Historic District
- Parks
- Modern Street Car
- Streetcar Stops (not all stops shown)
- Transition Area
- West University Neighborhood Plan



September 19, 2011

Recommended Policy Changes

- **West University Neighborhood Plan (WUNP)**
 - **New section for Transition Area**
 - **Modify building height limit policy**
 - **Modify density limit policy**
 - **Promote transit-oriented design and uses**
- **University Area Plan (UAP)**
 - **Refer to WUNP for Transition Area policies**
 - **Remove need for vehicular access to major street**



September 19, 2011

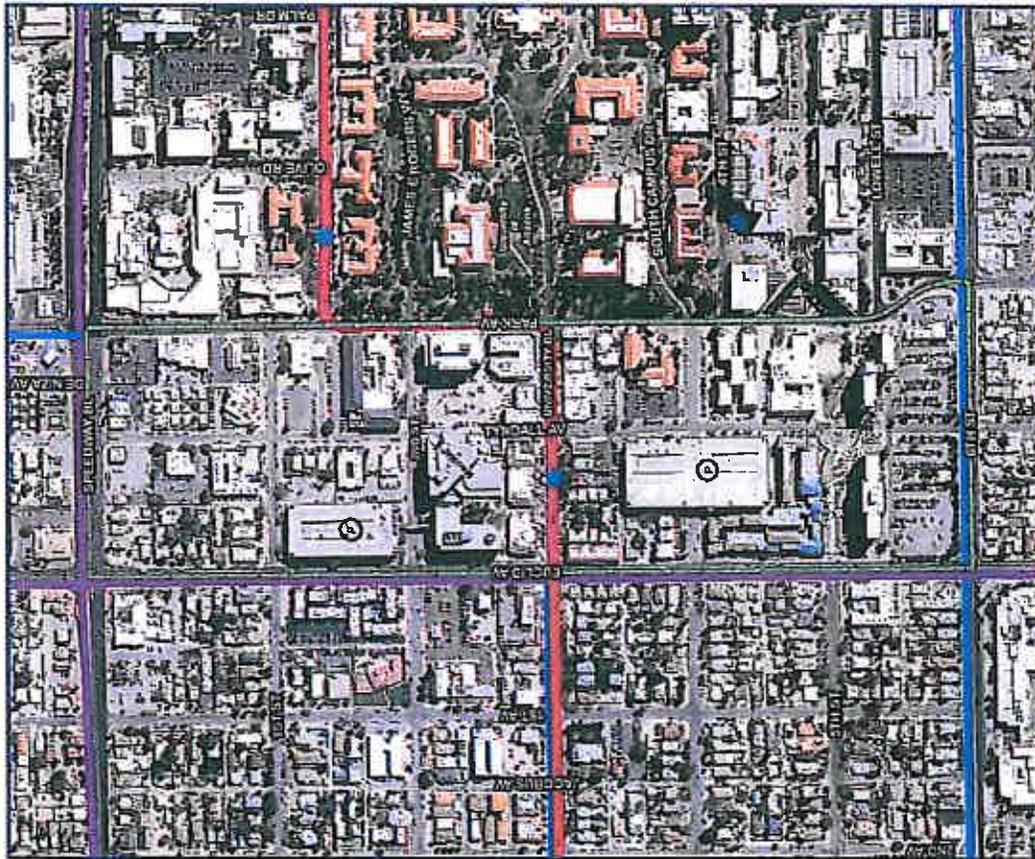
Major Streets and Routes

- **Speedway Blvd. & Euclid Ave. – arterials (>12,000 vpd)**

- Speedway – 6 through lanes, 120' ROW
- Euclid – 4 through lanes, 120' ROW

- **6th St. – collector (2500 -12,000 vpd)**

- 4 through lanes
- 90' ROW



Major Streets & Routes

- West Union, Translapis Area
- Arterial (>12,000 vpd)
- Modern Streetcar
- Streetcar Stops
- Collector (2,500 - 12,000 vpd)



Building Heights

- WUNP 40' height policy limits TOD opportunities
- Are multi-story buildings in middle, southern portions
- multi-story buildings are common on campus
- to build higher than 40 ft. requires plan amendment and rezoning
- three amendments for increased bldg. height

Legend

West Univ. Transition Area

Building Height

- 45' - 74'
- 75' +
- Plan Amendments - Incr. Building Height



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September 19, 2011

Recent Plan Amendments

- **Park Av. & 1st St. (2004)**
– new mixed-use development, up to 6 stories and 100 units/acre
- **Tyndall Ave. and 2nd St. (2009)** – up to 140 feet in height
- **Euclid Ave. and 4th St. – (2010)** plan amendment interest, not completed



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Figure 7: West University Neighborhood Plan Land Use Map

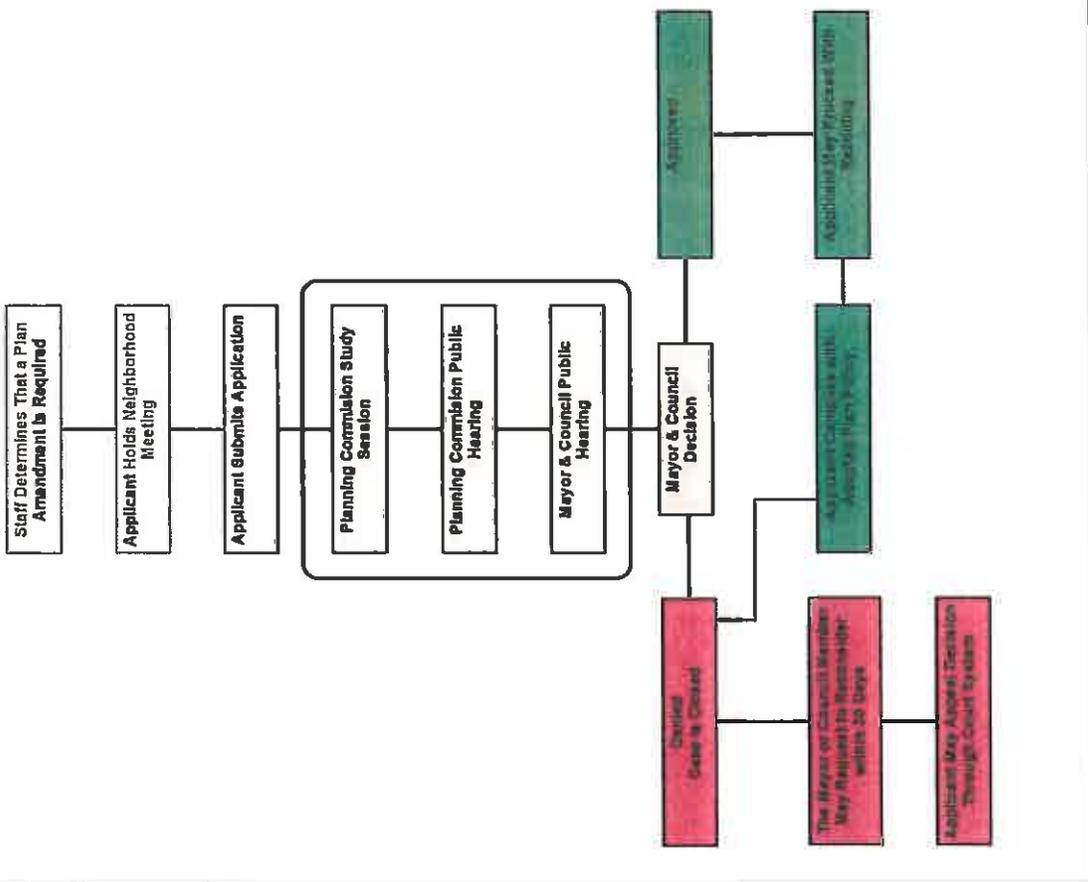


- West Univ. Transition Area**
- Land Use**
- Maintain and Infill Low Density Residential and Related Services (1-15 Units Per Acre)
 - Maintain Moderate Density Residential (15-40 Units Per Acre)
 - New Development - Mixed Use Commercial/Residential (15-40 Units Per Acre)
 - Maintain Existing Commercial
 - University Acquisition Areas
- Land Use Amendments**
- Maintain Existing Public and Semi-public (See Commercial and Office Development Land Use Policy 3.D for Adaptive Reuse of the Historic YWCA Building. Amended September 14, 1992, Resolution 16107)
 - Amended October 12, 1987 to Allow Dormitory/Commercial Development Subject to Criteria of Subpolicy 2.A.3.B
 - Amended February 11, 1991, Resolution No. 15588, to Allow Residentially Scaled Office Uses on the Western 1/4 of Block Bordered by Spiceway, Tyn dall, First St., and Euclid
 - Amended April 12, 1995, Resolution No. 16264, to allow Residentially Scaled Office Uses on 3 lots at 835, 839-41, and 843 E. Tyn dall Ave.
 - Amended January 12, 2004, to allow New Development-Mixed Use Commercial/Office/Residential (up to 100 units per acre). See new Residential Development Policy 2.A.2.C., Resolution No. 19768.
 - Amended December 7, 2009, Resolution No. 21449, to allow 140' High Building in the Northwest Portion of the Block Between University Blvd. and Second Street, and Park Avenue and the Tyn dall Avenue Alignment



September 19, 2011

Plan Amendment Process



September 19, 2011



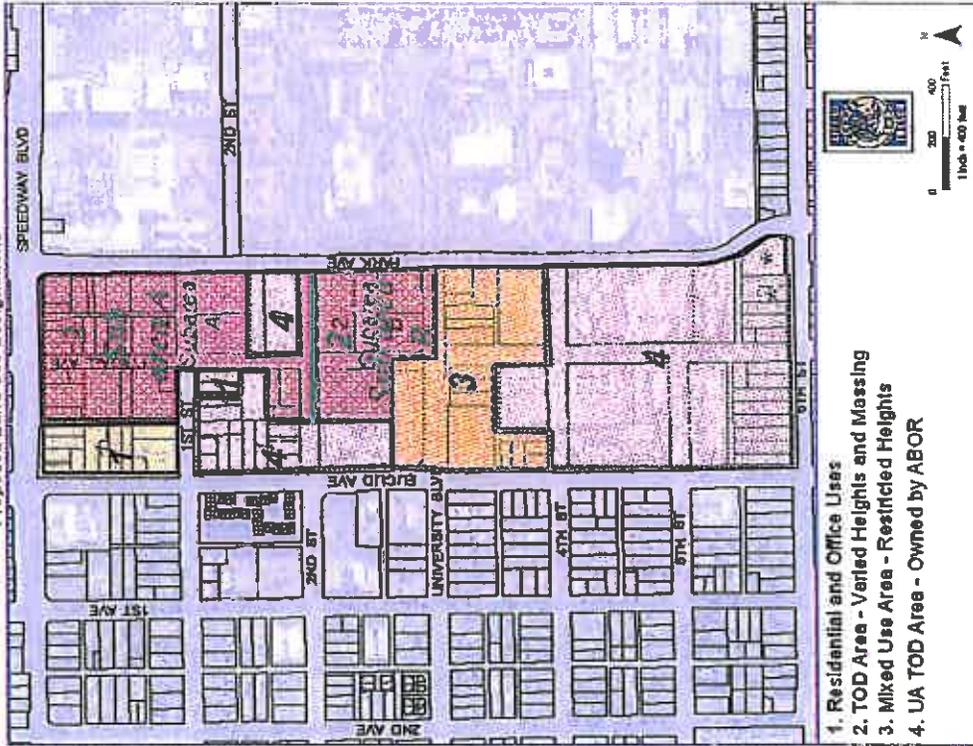
Transition Area Policy Proposal



September 19, 2011

Proposed Land Use Designations

West University Neighborhood Plan
Transition Area
Proposed Land Use Designations



1. Residential and Office Uses
2. TOD Area - Varied Heights and Massing
3. Mixed Use Area - Restricted Heights
4. UA TOD Area - Owned by ABOR



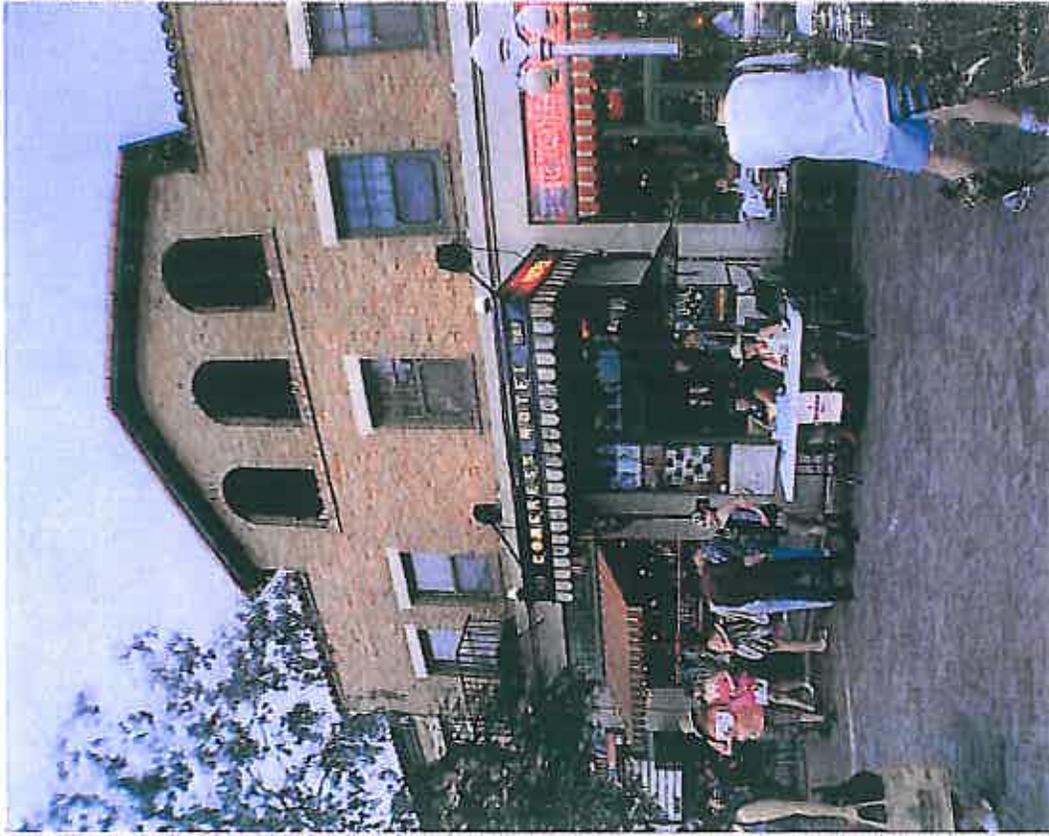
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Transit-Oriented Uses

Transit-oriented uses are encouraged.

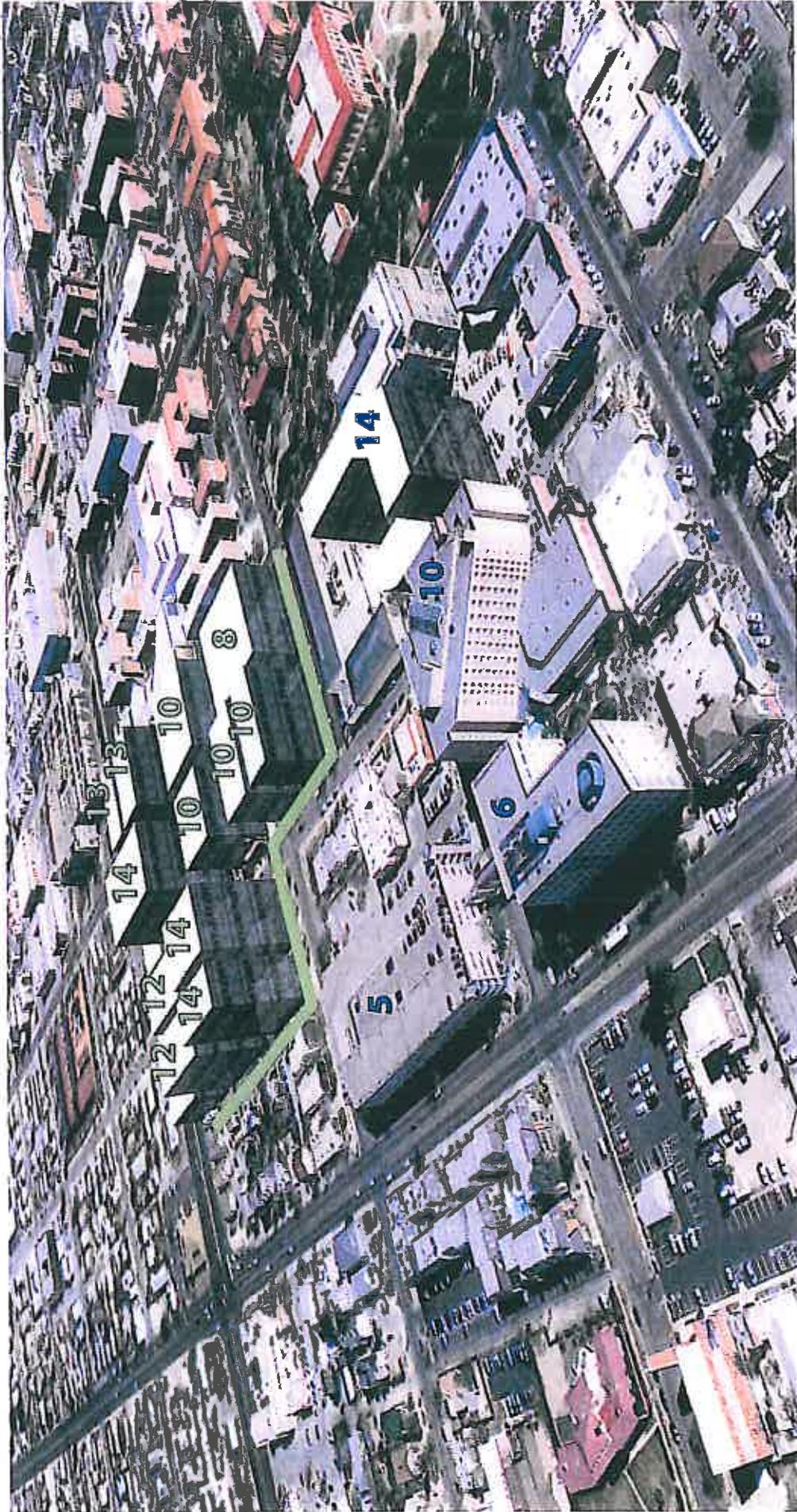
Examples of encouraged uses are:

- Theater
- Micro breweries
- Multi-family
- Office
- Retail
- Multi-family residential
- Lodging
- Educational uses
- Administrative and professional offices
- Instructional school
- Merchandise sales



September 19, 2011

Area 2 Building and Massing Map



September 19, 2011

West University Transition Area

Pedestrian Comfort



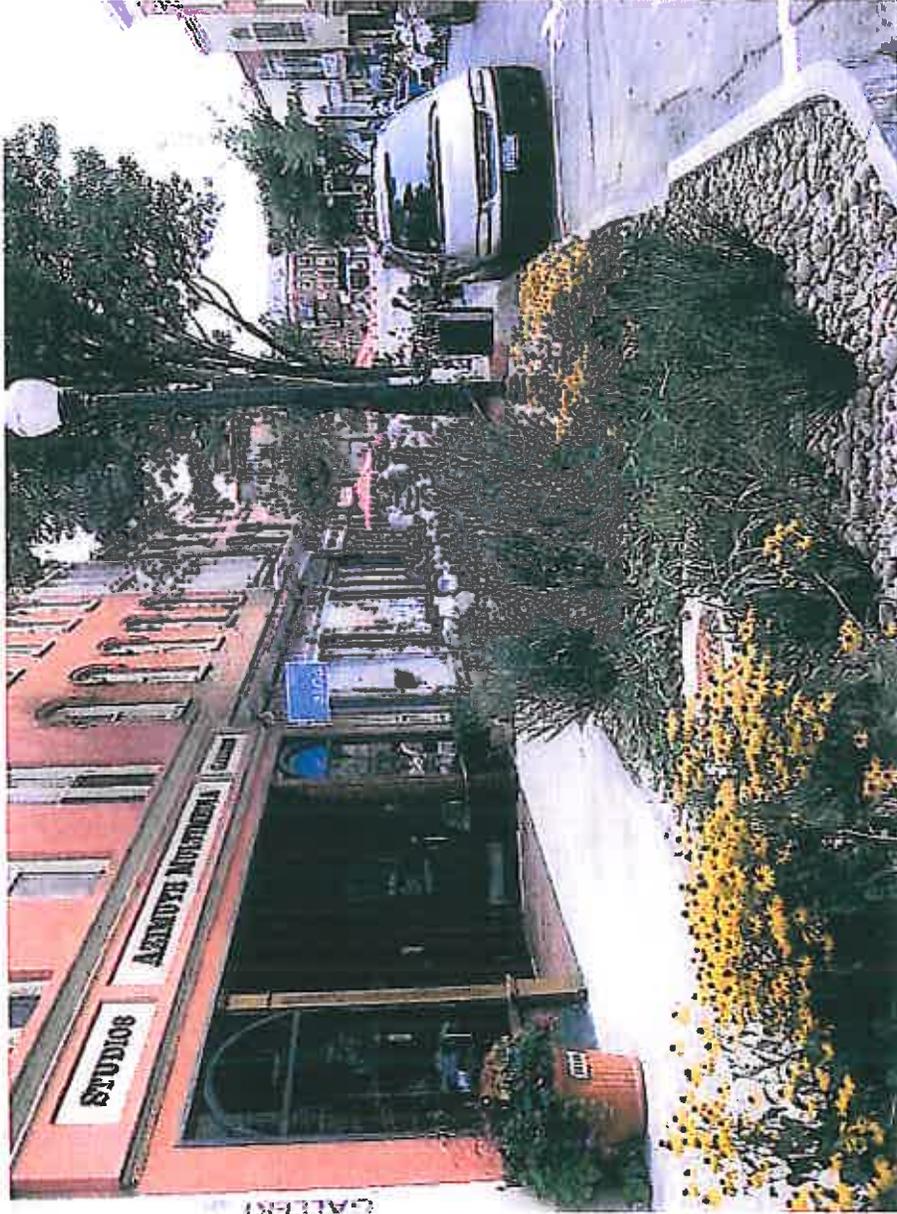
Design for pedestrian comfort such as:

- shade,
- resting spots
- clear walkways
- connections to the city
- connections to public transportation

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West University Transition Area

Building Design Guidelines



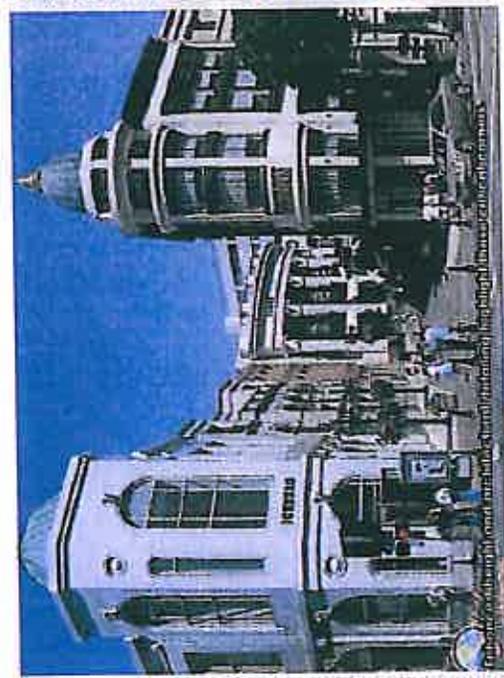
- **Building permeability-** 1st floor of building should have a significant portion of the façade with windows that allow activity within to be visible to passers by.
- **Visible/Identifiable** entrances from the street
- **Setbacks- Building** designed to be adjacent to the sidewalk.
- **Speedway Boulevard buffering/Park Avenue buffering**



September 19, 2011

West University Transition Area

Street Corners



Street Corners

Street corners can become elements that add architectural value as they create areas for passive and active recreational uses.



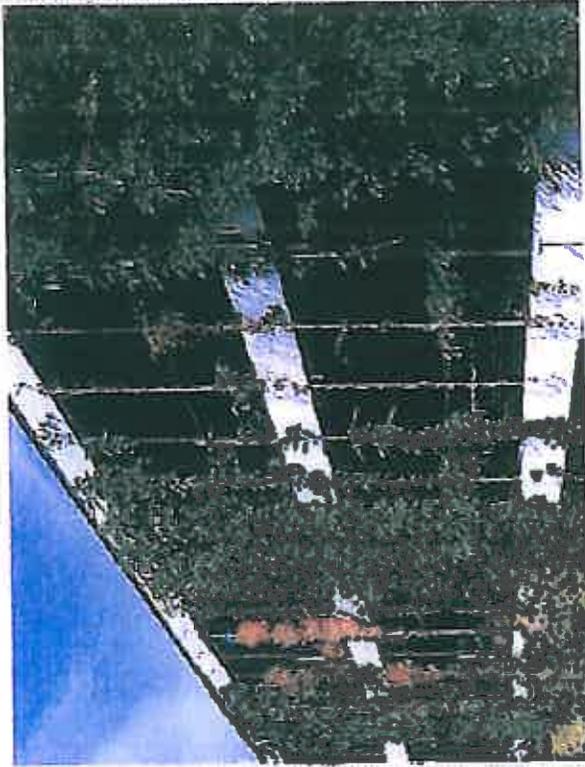
WUNY

September 19, 2011

West University Transition Area

Parking

- **Parking garages:** most parking should be within a structure. The design of the structure should activate the street and have an appealing façade.
- **Bicycle parking:** the addition of bicycle parking is encouraged.
- **Loading:** loading and service areas should be visually minimized and directed away from pedestrian areas



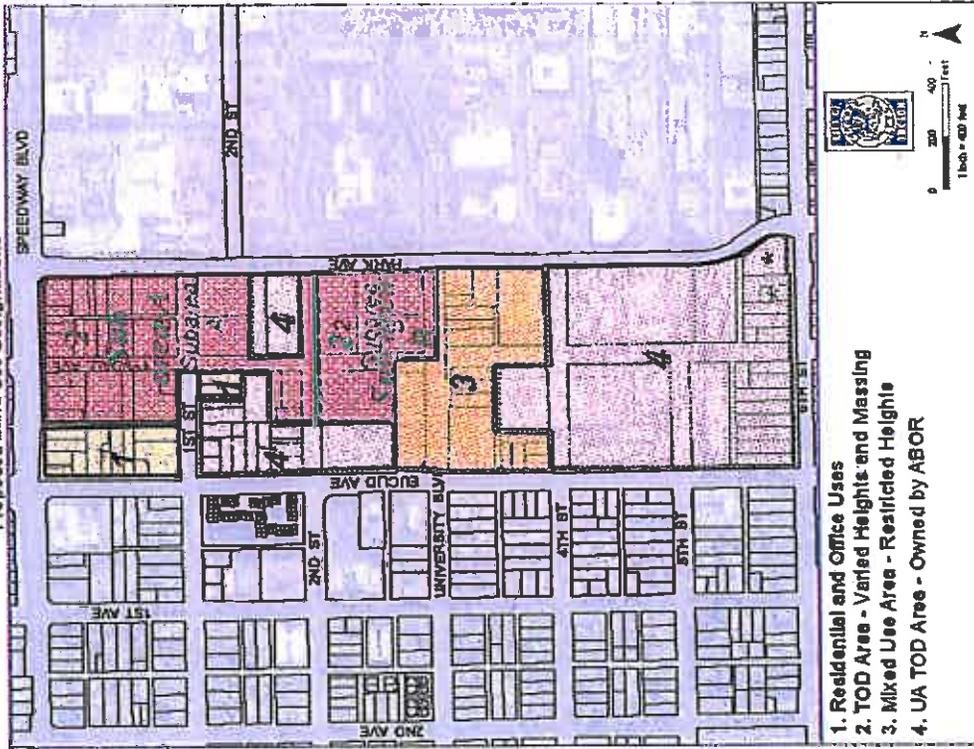
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WUNF

Proposed Land Use Designations

West University Neighborhood Plan
Transition Area
Proposed Land Use Designations



1. Residential and Office Uses
2. TOD Area - Varied Heights and Massing
3. Mixed Use Area - Restricted Heights
4. UA TOD Area - Owned by ABOR



September 19, 2011

Plan Amendment Schedule

- **September 21, 2011 – Planning Commission informational item**
- **October 5, 2011 – Planning Commission study session**
- **November 2, 2011 – potential Planning Commission public hearing**
- **December 13, 2011 – potential Mayor and Council public hearing**



September 19, 2011

CONTACT INFORMATION

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Jim Mazzocco

520-837-6964

jim.mazzocco@tucsonaz.gov



September 19, 2011

TO: Planning Commission
c/o City of Tucson Planning and Development Services Department
2nd Floor
201 N. Stone Avenue
Tucson, AZ 85710

FROM: LFBR, LLC.
LMLN, LLC.
Joseph B. Rohe
SARR Investments, LLC.
Richard Gladding

CC: Jim Mazzocco (delivered via email)
Ernie Duarte (delivered via email)
Donovan Durban (delivered via email)

SUBJECT: Proposed Amendments to the West University Transition Area – Response
from Area-1/Subarea-C Property Owners

DATE: October 21, 2011

On September 19, 2011, City of Tucson Planning and Development Services presented proposed amendments to the West University Neighborhood Plan and the University Area Plan. The proposed amendments were limited to the West University Transition Area (WUTA) that is bounded by Speedway and 6th Street on the north and south, Park and Euclid Avenues on the east and west (see Figure 1). On October 5, 2011 two options were presented to the Planning Commission:

- Option 1 changes the current Transition Area policy for all property except for a few parcels identified as Area-1/Subarea-C
- Option 2 changes the current Transition Area policy for all properties within the WUTA; no parcels are excluded

Issue: We represent eight parcels and five of seven property owners, the majority of the single family bungalow owners that have been excluded in Option 1. Figure 1 shows a map defining the property owners that have been excluded. We will not support Option 1 for the following reasons:

1. We do not view Option 1 as a transition area to the West University Neighborhood (WUN). Currently the first block between the west side of Euclid to 1st Avenue and Speedway to University Boulevard serves as a transition area with its mixture of a few owner occupied residences, rentals, condominiums, churches, parking lots, foundations, fraternities and the University Visitor Center. The east side of Euclid is not part of this transition to WUN. (Again, refer to Figure 2)
2. Traffic and safety – Our historic buildings were not built to be in close proximity to heavy traffic (volumes are about 40,000 vehicles per day (vpd) on Speedway and 30,000 vpd on Euclid, per PAG Traffic Count Program). Heavy traffic poses significant risk to building occupants (see Figures 3a and 3b). Option 1 continues the current dangerous exposure to traffic and would actually make it worse if the existing buildings were converted into

DATE: October 21, 2011
TO: Planning Commission

offices. Office occupants would be present in the front of the buildings during business hours, increasing chances that they could be injured or killed by a vehicular collision.

3. Parking for the 13 remaining homes though adequate, is limited. Currently, we must constantly monitor our parking areas as UofA students and visitors try to park on our properties. With many more students and visitors joining the area, this problem will increase.
4. In the late 1990's the city allowed the properties east of the alley-way to modify their parking areas by increasing the area, paving over the dirt parking lots, and allowing the parking lots to slope west. This results in periodic flooding of several properties along Euclid during heavy rainstorms. The flooding affects basements, crawl spaces, parking, and court yards. New plans have the potential to make this problem even worse.
5. Destabilization of homes (some built in 1920) and impacts to quality of life long-term and on-going during construction of the large developments close to the properties (some a mere alley-width away).
6. Quality of the life for the few remaining homes. With buildings of 6-14 stories allowed just to the east of the remaining homes, privacy is eliminated all together, traffic is greatly increased, and the sun is hidden until late afternoon. This diminishes the value of our properties and quality of living for residents (owners and tenants). Option 1 exacerbates an already existing problem where this small "island" of residential bungalows between the new developments and Euclid will become less and less habitable due to the traffic, noise, and lack of safety, privacy and sunlight, ultimately degrading the entire area. Please note that lowering building heights to the east will not significantly lessen the degradation unless the buildings are limited to a single story; two stories at the most.

Recommendation: Though not willing to support Option 1, we would be willing to support Option 2 with the following amendments:

1. Create a significant entry statement to the University of Arizona area at the southeast corner of Speedway/Euclid.
2. Require all new and modified buildings in Area-1/Subarea-C to maintain an appropriate architecture and facade similar to the Main Gate area and other properties within WUN and WUTA.
3. Maintain the 4-6 story height limit that is already a part of Option 2.

Benefits: We feel Option 2 provides the following benefits to the University, students and visitors, WUNA, surrounding neighborhoods, all property owners, and the city.

1. Much needed additional student housing will be provided. In addition to housing, new neighborhood amenities will increase the quality of West University and other surrounding neighborhoods.

DATE: October 21, 2011
TO: Planning Commission

2. Neighborhoods adjacent to the University (West University, Pie Allen, Jefferson Park, Blenman-Elm, Sam Hughes, Iron Horse, Rincon Heights, and others) will ultimately be protected by having additional student housing closer to campus. The surrounding neighborhoods will see some relief in mini-dorms and other inappropriate student rentals.
3. It allows for a significant entry statement at the southeast corner of Euclid and Speedway that could mitigate traffic impacts, provide a perceived gateway to the University of Arizona, and significantly contribute to the tax base, and the neighborhood. Speedway is the main entrance to the University from I-10 and Option 2 is an opportunity to highlight this entrance.
4. By including all properties along the east side of Euclid, a strong edge is created which will halt intrusion into the West University Neighborhood.
5. It provides an opportunity to develop the entire WUTA focusing on an outcome in harmony with the new planned large structures to the east of Area-1/Subarea-C and existing residences in Area-1/Subarea-C.
6. By including all affected parties in the process it gives the current property owners the opportunity to mitigate the potential quality of life degradation for the remaining homes. It includes all affected parties in the process and will not force a small set of homeowners to remain as-is, surrounded by denser, taller and more-intense development .
7. It allows the opportunity to mitigate transportation issues raised by thousands of vehicles, pedestrians and bicycles moving through this area on a daily basis.

Summary:

Although any change to this area has the potential to affect the quality and value of our properties, we support the University and the City of Tucson in their desire to provide business opportunities in connection to the modern streetcar. We support Option 2, with the stated amendments, since it will offer us the ability to face the challenges of this area.

DATE: October 21, 2011
TO: Planning Commission

MAP 1 Transition Area Land Use Designations

subject of this white paper

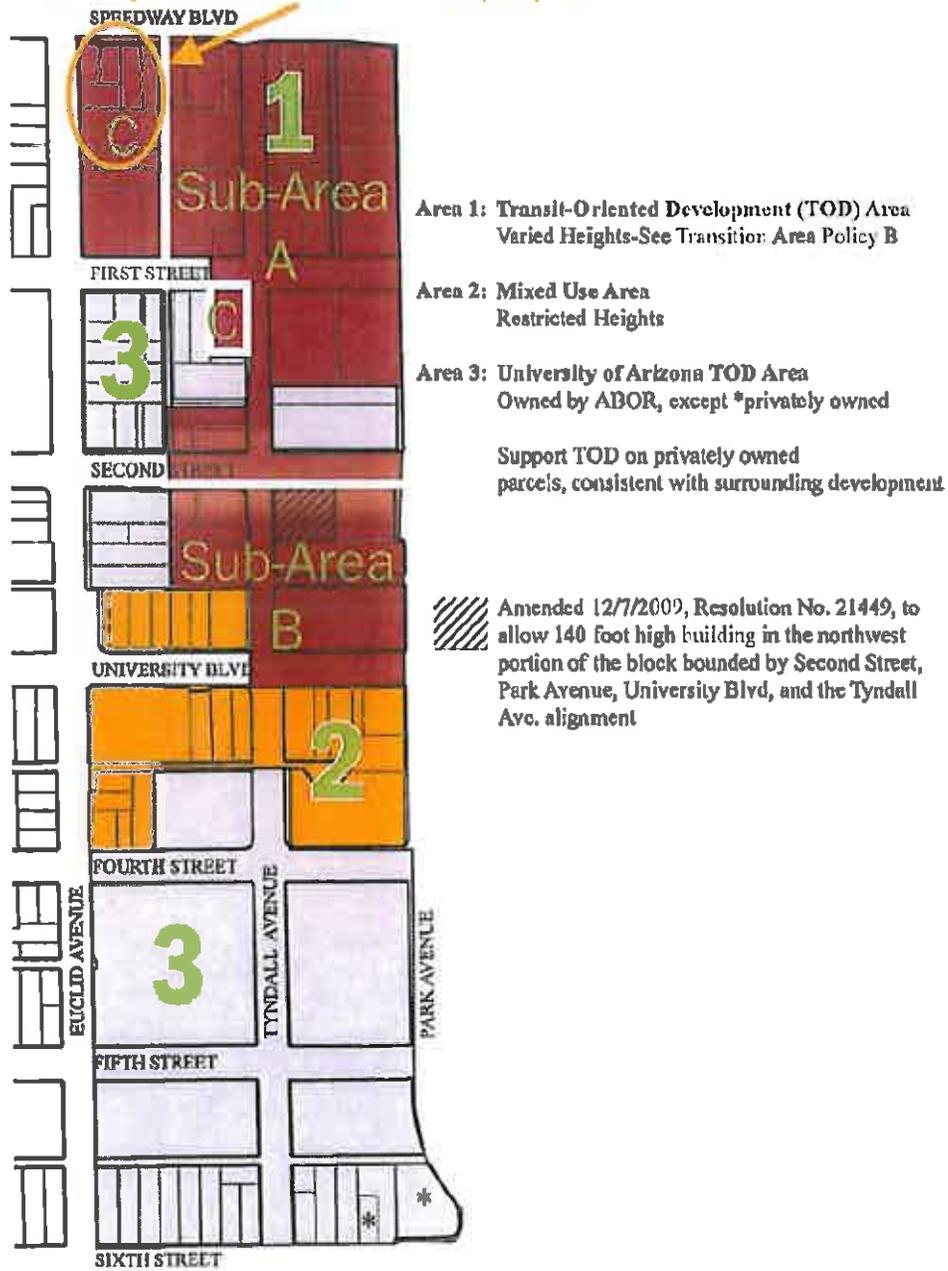


Figure 1 – Area affected by the proposed amendments to the West University Transition Area. The small area on the east side of Euclid to the first alley-way east of Euclid and from Speedway to 1st Street is the subject of this paper.

DATE: October 21, 2011
 TO: Planning Commission



Figure 2 – Property Ownerships in Area-1, Subarea-C shown (color-coded) to the east of Euclid. This diagram also shows the few owner-occupied homes in the WUN block just west of the subarea. An owner of LMLN Properties occupies two of these homes. Symbols show locations of vehicular accidents described in Figures 3a and 3b.

DATE: October 21, 2011
TO: Planning Commission



Figure 3a – Deep gouges in the front yard of 814 E. Speedway produced by panic braking of an Autolite van. The driver lost control and careened across two front yards barely missing the front of 814 E. Speedway and stopping just before impact with the home at 818 E. Speedway.



Figure 3b – Destruction of the porch and roof of 812 E. Speedway produced by an out-of-control SUV. The driver turned right on Speedway from northbound Euclid and kept turning.

DATE: October 21, 2011
TO: Planning Commission



Figure 4a – Two significant entrances into the University of Arizona areas. These entryways are at Campbell/6th Street and Euclid/6th Street.



Figure 4b – This shows the entryway into the University of Arizona area at Speedway and Euclid, southeast corner. Note the UofA banner on the rightmost light standard. This corner could be transformed into another significant entry statement for the UofA.

DATE: October 21, 2011
TO: Planning Commission

Signatures:

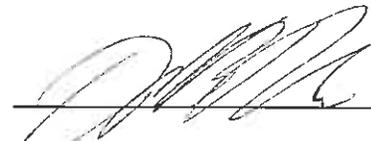
We have all read and agree with the objections to Option 1. Though not in support of Option 1, we would support Option 2.

see attached email dated 10/24/11

~~Drake Morey for LFBR, LLC.~~
Shaun Morey

William B. Hubbard

William B. Hubbard for LMLN, LLC. 520-327-7011
hubbard@dakotacom.net


Joseph B. Rohe

Lyn Ashton 10/21/11

Lyn Ashton for SARR Investments, LLC. 520-881-0749
sarrinvestments@yahoo.com

per 9/21/11 phone conversation 

Richard Gladding

Subject: West University Transition Area
From: Shaun Morey (smorey@incrediblefishingstories.com)
To: sarrinvestments@yahoo.com;
Date: Monday, October 24, 2011 5:22 PM

Hi Lyn,

It was a pleasure speaking with you this afternoon. As you know, my brother and I own LFBR Inc. which owns three parcels at the corner of Speedway and Euclid. We are also aware of the proposed amendments to the West University Transition Area that may affect our properties.

Option 1 is unacceptable.

This email confirms our support of Option 2. We agree with your analysis of both options, and reiterate the benefits of Option 2 and the disadvantages of Option 1.

Once again, we support Option 2 only.

Please feel free to call me to discuss the matter at anytime at 818-312-6929.

Thank you,

--Shaun Morey

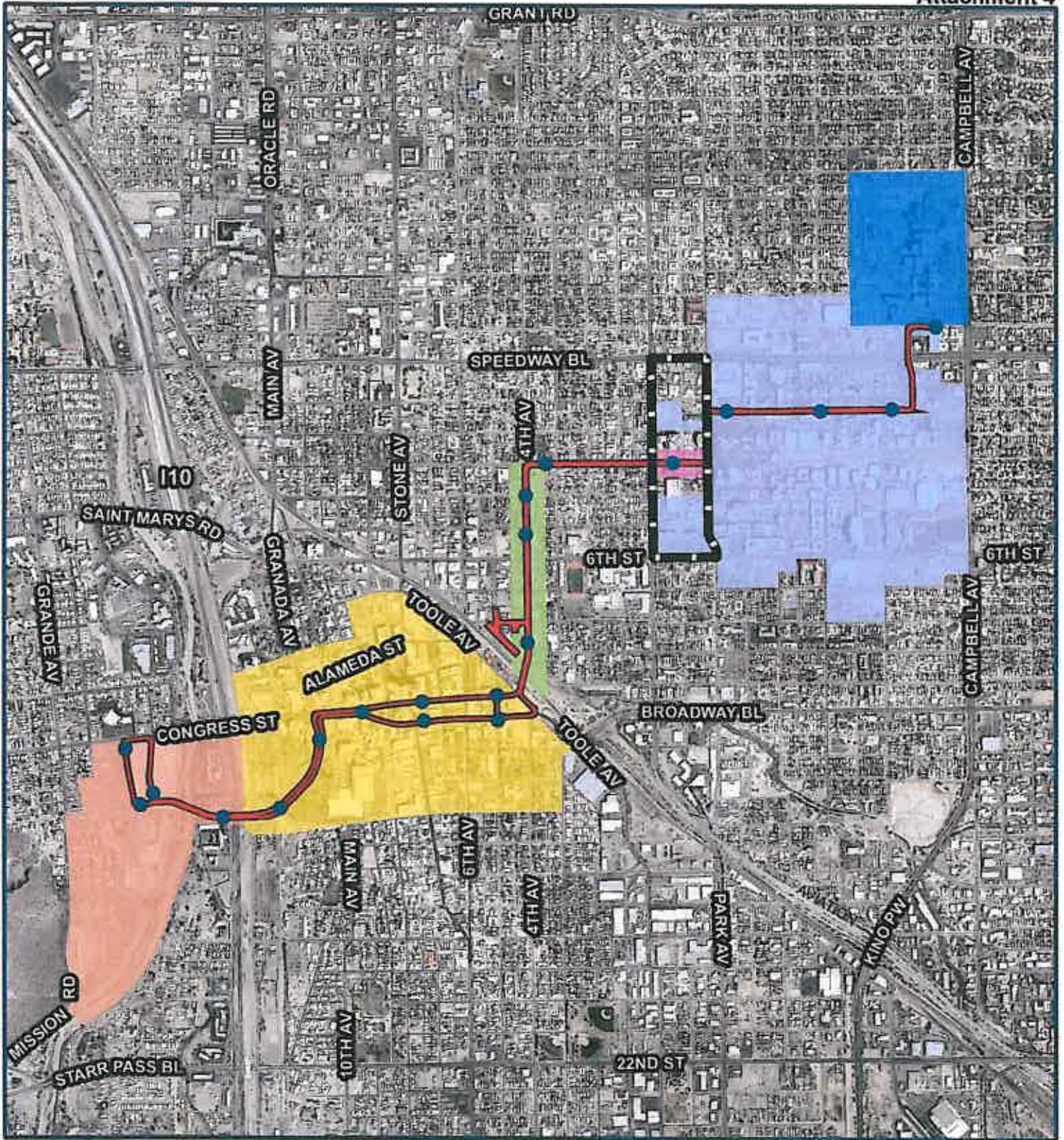


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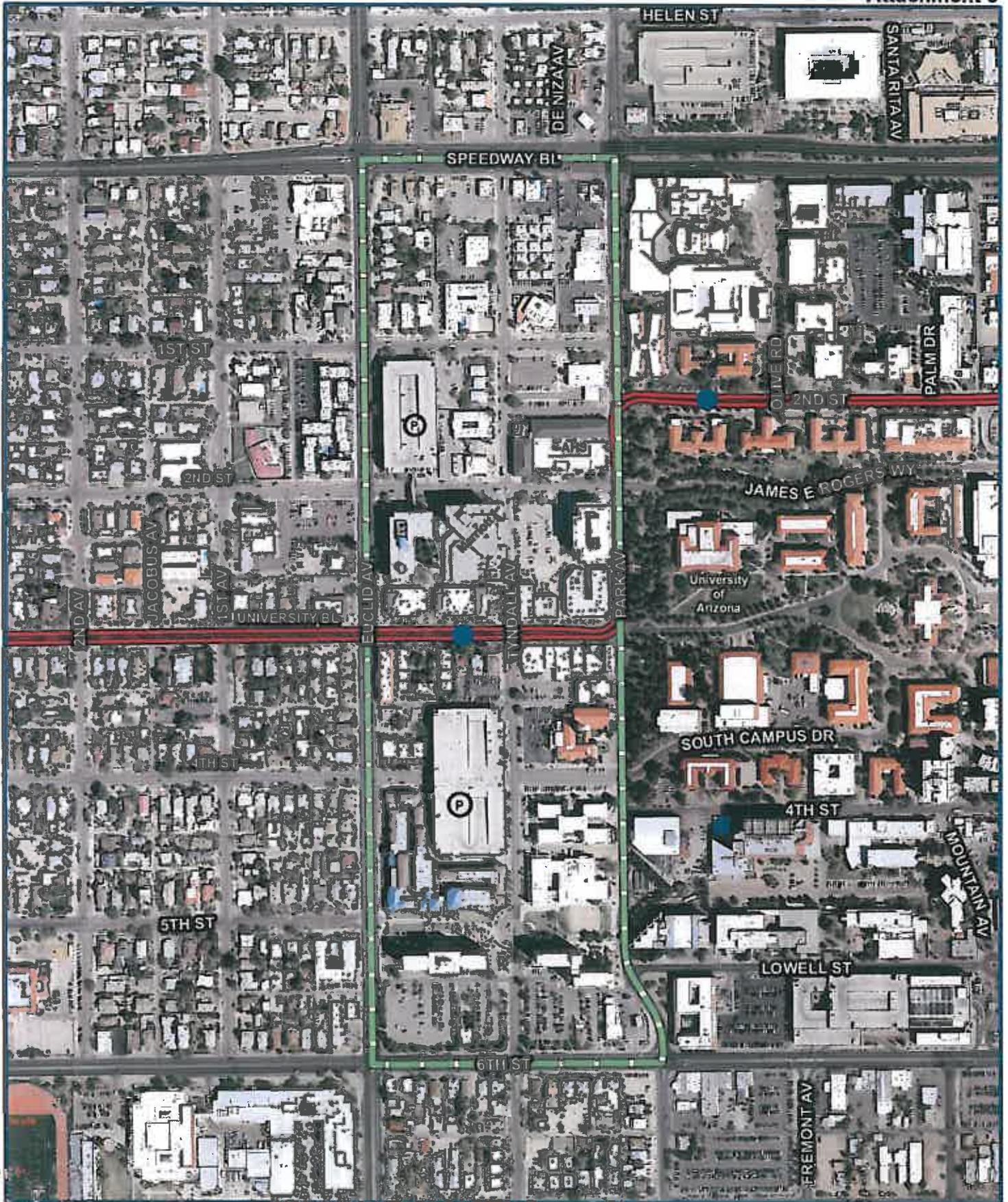
Linked Activity Nodes

-  West Univ. Transition Area
-  Modern Streetcar
-  Streetcar Stops
-  Arizona Health Science Center
-  University of Arizona
-  Main Gate Business District
-  4th Avenue Business District
-  Downtown
-  West of Downtown



Jim Robinson
Date: 10/20/2011

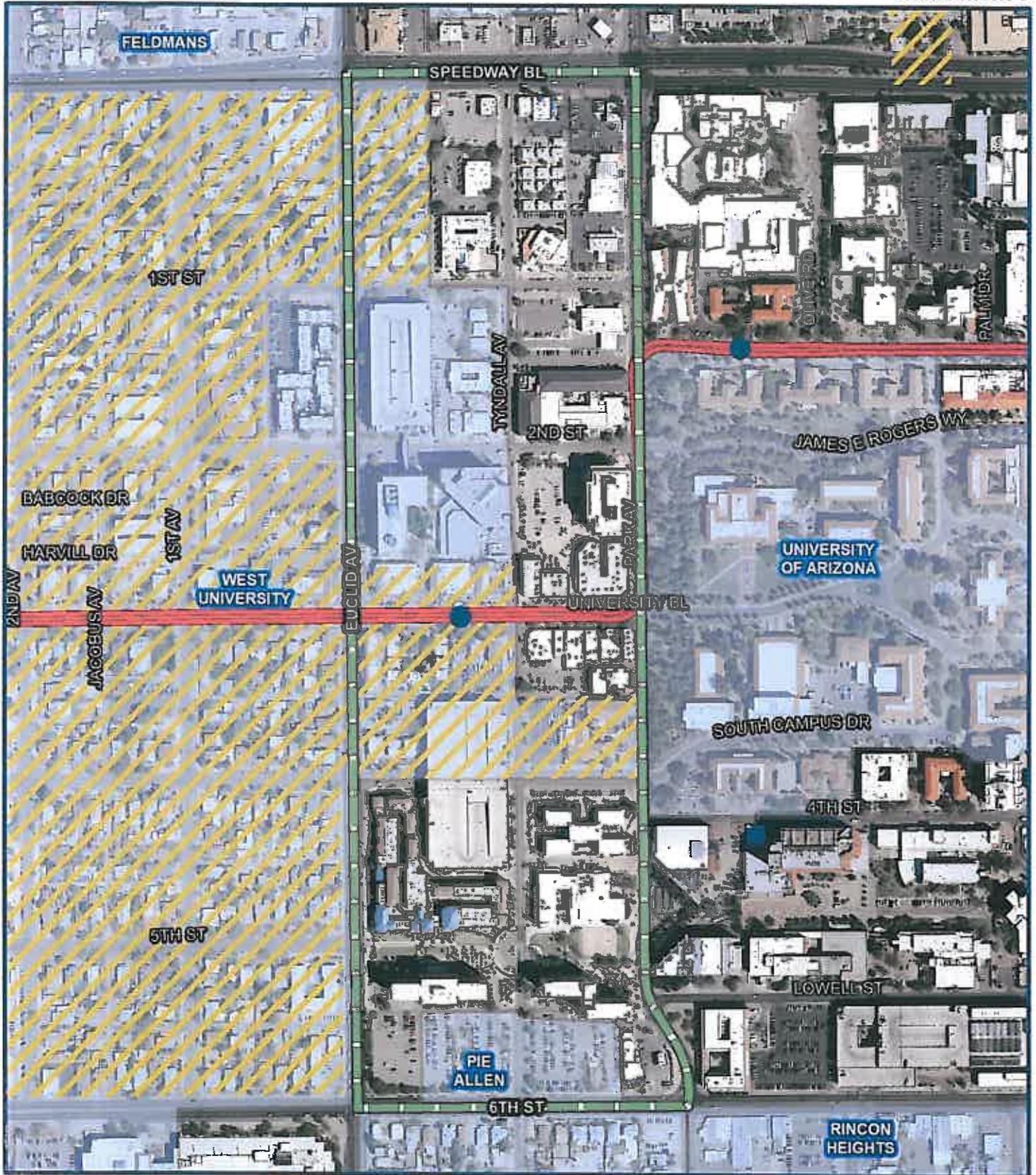
Path: H:\UmlProjects\JoannaHershennom\StreetCar\SCarRoute_8x11.mxd



-  West Univ. Transition Area
-  Modern Streets
-  Streetcar Stops

West University Transition Area

1:5,000 
 Jim Robinson
 Date: 10/28/2011

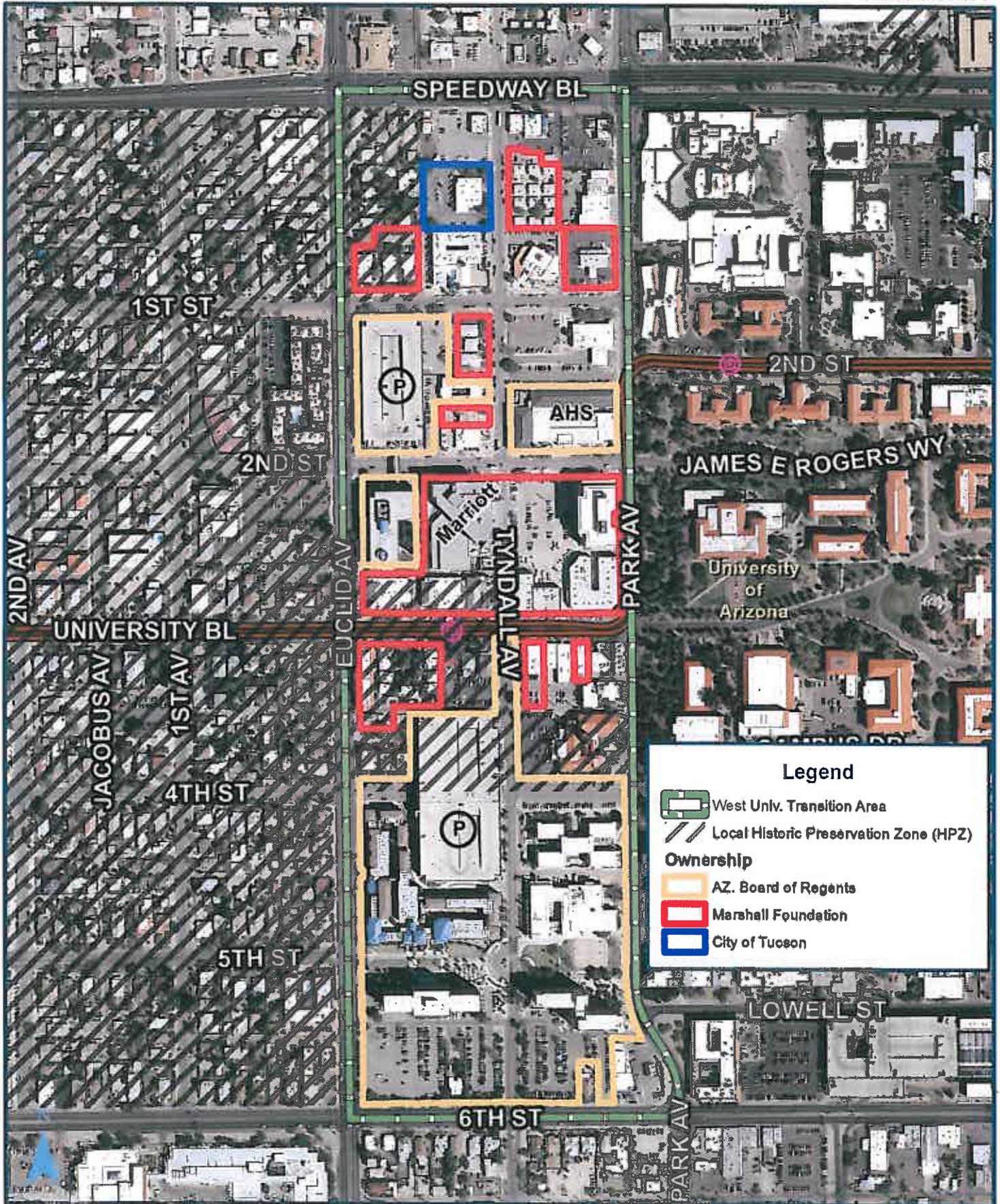


West University Historic Districts

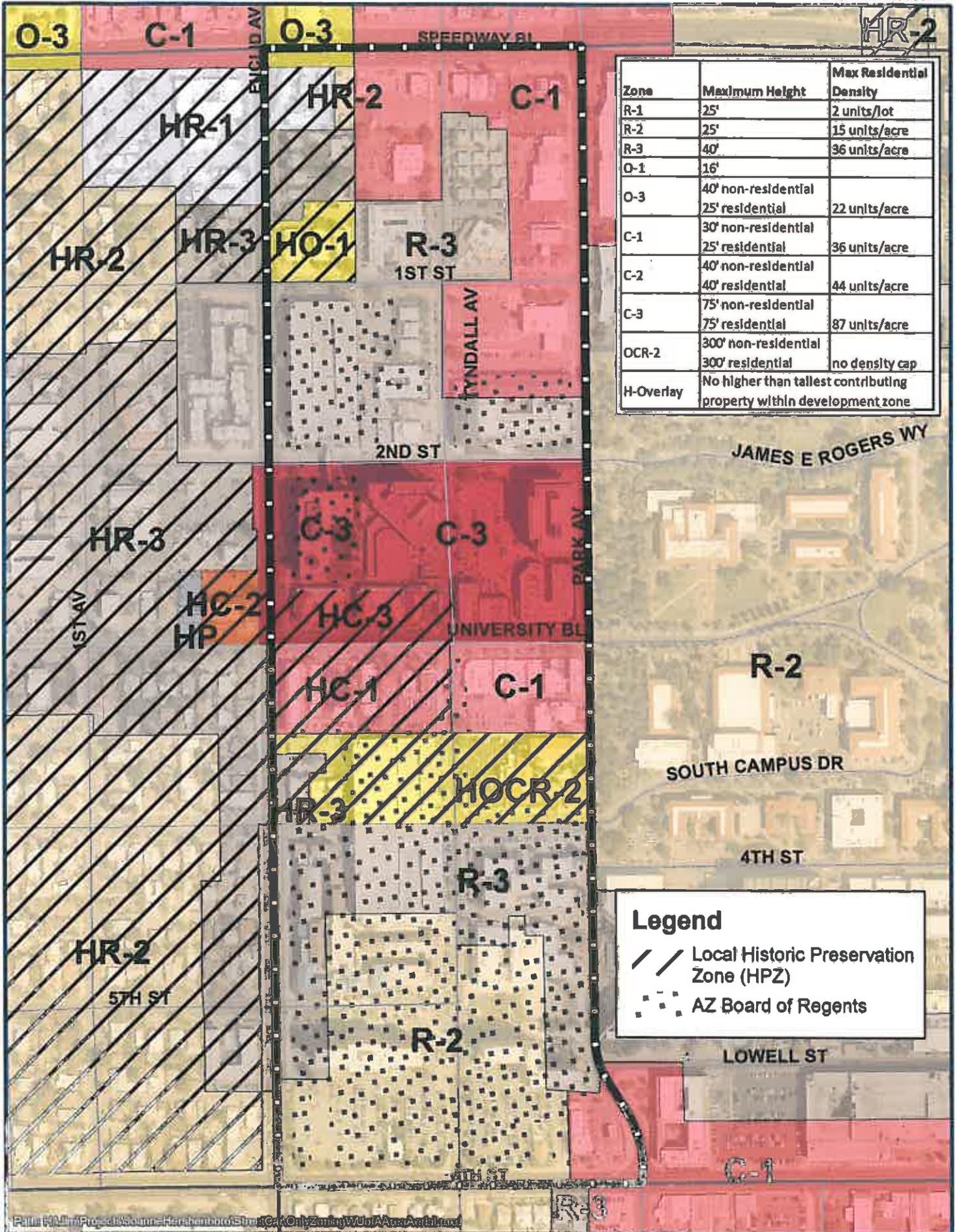
-  West Univ. Transition Area
-  National Register Historic District
-  Modern Streetcar
-  Local Historic Preservation Zone (HPZ)
-  Streetcar Stops

1:4,500 

Jim Robinson
Date: 10/26/2011



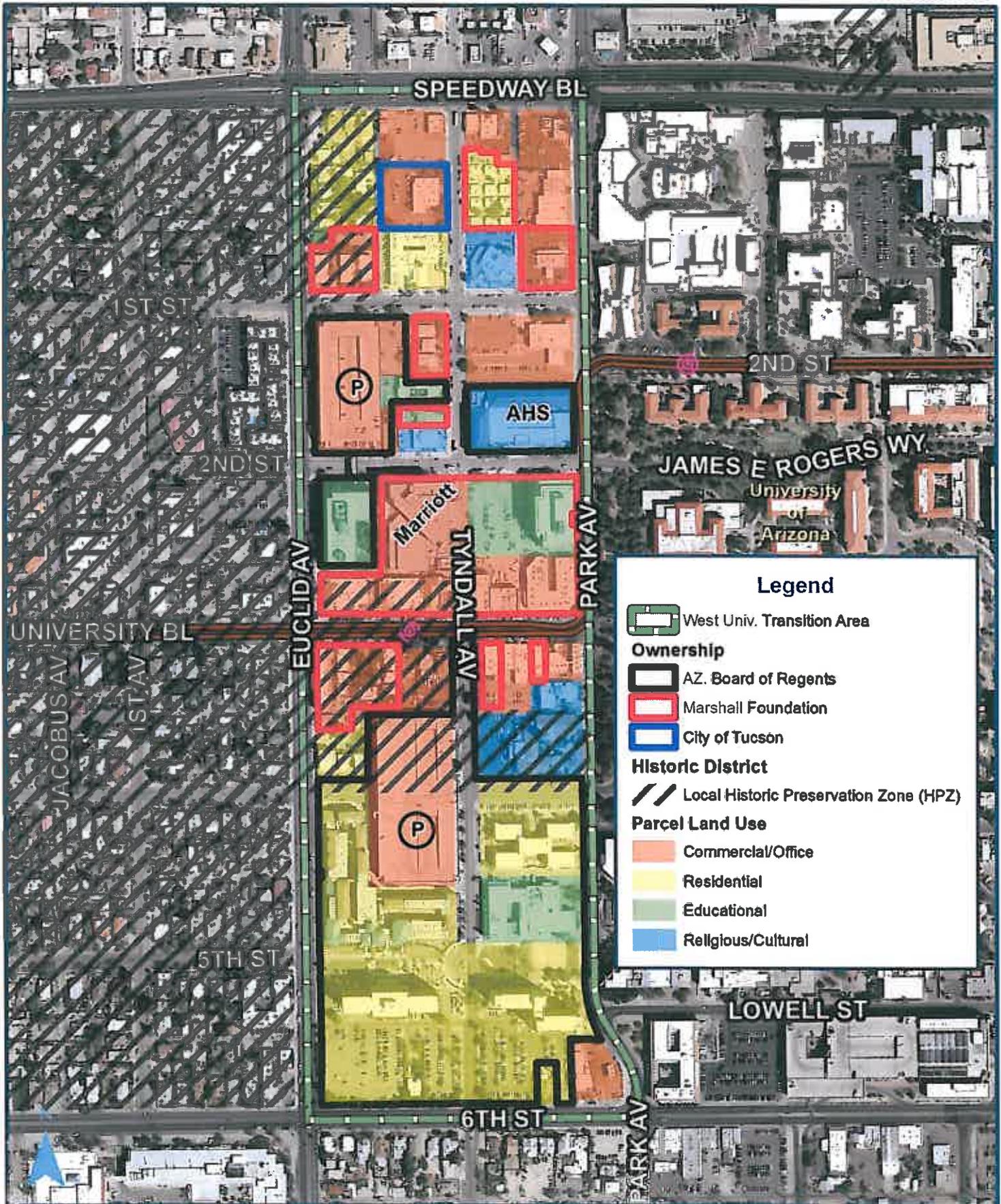
Transition Area Ownership



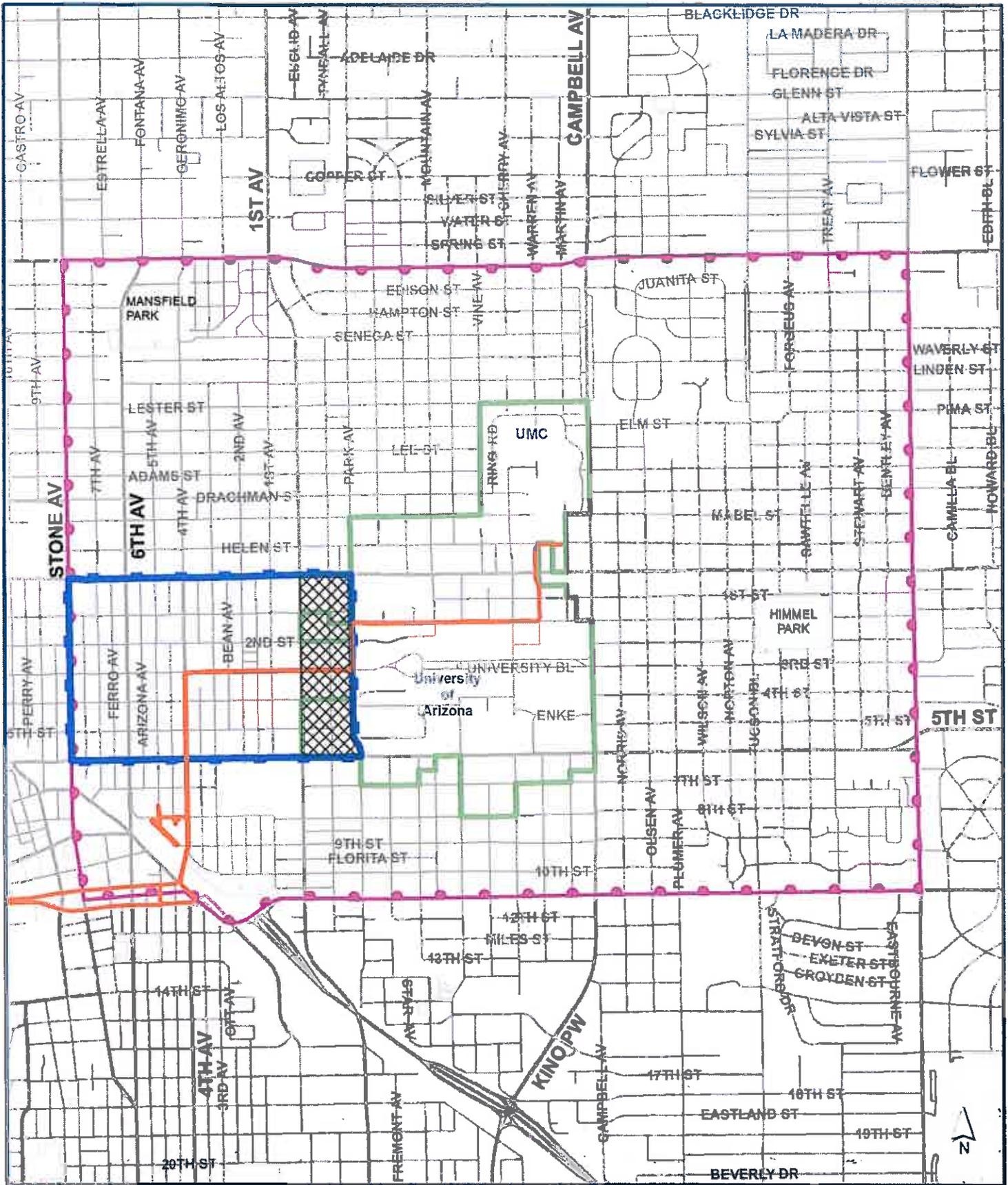
Zone	Maximum Height	Max Residential Density
R-1	25'	2 units/lot
R-2	25'	15 units/acre
R-3	40'	36 units/acre
O-1	16'	
O-3	40' non-residential 25' residential	22 units/acre
C-1	30' non-residential 25' residential	36 units/acre
C-2	40' non-residential 40' residential	44 units/acre
C-3	75' non-residential 75' residential	87 units/acre
OCR-2	300' non-residential 300' residential	no density cap
H-Overlay	No higher than tallest contributing property within development zone	

Legend

- Local Historic Preservation Zone (HPZ)
- AZ Board of Regents



Transition Area Ownership and Land Uses



- University Area Plan
- UA Campus Planning Area
- West University Neighborhood Plan
- Transition Area
- Modern Streetcar

UNIVERSITY AREA PLAN AND WEST UNIVERSITY NEIGHBORHOOD PLAN AREAS



LMLN Properties, LLC

Comments on the urban overlay plan

Presented to Planning and Development Services, September 26, 2011

Who are we?

- William Hubbard is the manager (day job, Professor of Planetary Sciences at UA).
- Owners are his two daughters and six grandchildren.
- Our family has owned these properties for about 35 years.

 vehicular
accident

LMLN

LFBR

SARR

Gladding

owner-occupied

owner-occupied
Lynne & Johnny
Birkinbine
& 3 kids
717 and 723
E 1st St.

church

non-profit

rentals



Problems with the proposed “buffer” role

- New high-rise dorms immediately to our east will degrade our properties unless we can adapt via up-zoning and relief from strict historic preservation requirements.
- Our historic buildings were not built for proximity to heavy traffic (volumes are about 40000 vpd on Speedway and 30000 vpd on Euclid, per PAG Traffic Count program).
- Heavy traffic poses significant risk to building occupants. The risk needs to be mitigated by intelligent redevelopment.

Latest incident



Near miss on January 29, 2009

A van owned by Safelite Auto went across two front yards and almost impacted 814 and 818 E Speedway.

Previous incident



Driver lost control of a large SUV.

Could a building occupant be injured or killed?

- Data from the last 10 years show that it could happen.
- As traffic volume increases, so does the probability.
- Mechanical mitigation measures (e.g., bollards, water-filled drums) are not attractive.
- Conversion to office use will increase the probability as occupants will be present in the front during business hours.

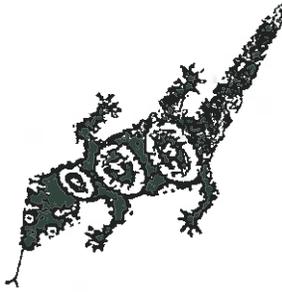
What could be gained from redevelopment at Speedway/Euclid

- Solve the traffic hazard problem in a fundamental way.
- The Speedway/Euclid corner could be an impressive, pleasing gateway from I-10 to the UA campus.
- This corner could contribute significantly to the neighborhood amenities and to the tax base.

What LMLN would like to do with our properties

- Cooperate with nearby property owners, residents, developers, UA, and City of Tucson, insisting on an outcome* in harmony with the planned large structures to the east and the residences to the west.
- We are not opposed to transit-oriented development and want to be a part of it.

*Note that an LMLN member lives with her husband and three children in WUNA and thus has a major interest in this development.



BOB VINT
& ASSOCIATES
Architects

Transmittal

To: Joanne Hershenhorn From: Bob Vint
C.O.T. Planning Pages: 15 sets - packet for review
201 N. Stone - 1st Flr. Date: 9.29.11
Re: CC: file

Urgent For Review Please Comment Please Reply Please Recycle

• Comments:

Hi Joanne,
Per Jim Mazzocco's recommendation
I am submitting this appeal for
your consideration.

Thanks,
Bob V.

VINT & ASSOCIATES ARCHITECTS

312 East Sixth Street Tucson, AZ 85705

tel: 520.882.5232 fax: 520.882.5449

bob@vintarchitects.net

September 29, 2011

Mr. Jim Mazzocco, Principal Planner
City of Tucson Planning & Development Services Department
201 N. Stone Ave. Tucson, AZ 85701

RE: Appeal for courtesy review by Tucson Planning Commission of proposed Mixed-Use Student Housing/Commercial Project @ 714 N. Euclid Ave. Tucson, AZ

Dear Mr. Mazzocco,

Upon your recommendation, and on behalf of my clients Michael Noonan & Stewart Smith, I am submitting this appeal for a courtesy review by the Tucson Planning Commission at their upcoming meeting of October 5, 2011, of the proposed student housing/retail development at 714 N. Euclid Ave. Existing zoning is a mix of HOCR2 and HR3 within the West University Historic District. The parcel was identified for re-development by the West University Neighborhood Plan of 1981 (attached) for mixed-use commercial/residential at surround prevailing height. The historic Geronimo Hotel to the north is 40 ft. high, and the UA Tyndall parking garage adjacent to the east is 50 ft. high on average (taller on the south, as the land slopes).

In the interest of providing a safe, controlled student housing environment near the UA to meet the needs of a growing student population and help relieve the pressure put on the historic neighborhoods surrounding the UA by encroaching "mini-dorms", my clients have proposed a student apartment with ground floor retail space. They have gone through the Neighborhood Plan Amendment process since early 2009. They have held several meetings with the West University Neighborhood Association [WUNA] to present conceptual plans and hear neighborhood concerns. On April 7, 2010, they submitted a formal application and required fees for the plan amendment.

At their May 6, 2010, meeting, the WUNA Board of Directors voted to support the project as presented at that meeting, with five conditions (attached). The concept plan approved included a 4-story wing along Euclid Ave. not to exceed 50 ft. height, and a 10-story building behind, not to exceed 120 ft. height. Copies of the Concept Plan reviewed and favorably voted upon by WUNA are attached to this cover letter, along with other supporting documentation illustrating the scale and scope of the project as it has evolved since that time. My clients are now proposing a reduced height building of 8 stories not to exceed 100 ft. height, behind the 4-story wing along Euclid Ave. This stepped massing will integrate with the neighborhood scale along the east side of Euclid, which includes the new 6-story UA dorm (Likins Hall), the older 9-story dorm (Coronado Hall) to the south, and the 5-story parking garage to the east. The attached scaled street elevation looking east along Euclid illustrates the relative heights of existing and future development along this corridor from 6th St. to Speedway, between Euclid and Park Aves.

We understand that the City of Tucson is considering an amendment to the Tucson General Plan to create an Urban Overlay District (UOD) along this corridor near the University that will encourage more intensive land use in support of the University and the housing and commercial needs of its students, and the coming Modern Street Car, in keeping with the principles of Transit Oriented Development. The concept plan also embodies the intent of the original West University Neighborhood Plan, to encourage mixed-use redevelopment at this corner site at E. 4th St. and N. Euclid Ave.

We submit that the proposed mixed-use development at 714 N. Euclid is consistent with the goals of the City of Tucson to foment appropriate development near the University and east of the major traffic corridor [Euclid Ave.] that separates the historic neighborhood from the University area. When seen in the context of its neighboring buildings, the 714 N. Euclid concept plan is well within the scale of development along this corridor. We wish to request that the proposed UOD be extended to include the full length of the Euclid corridor, on both sides of University Blvd. – the route of the Modern Street Car – as urban design principles would suggest.

Thank you for your consideration, and we would be glad to answer any questions that you may have.

Sincerely,



Bob Vint
Architect

(Ref: attachments)

VINT & ASSOCIATES ARCHITECTS

312 East Sixth Street Tucson, AZ 85705

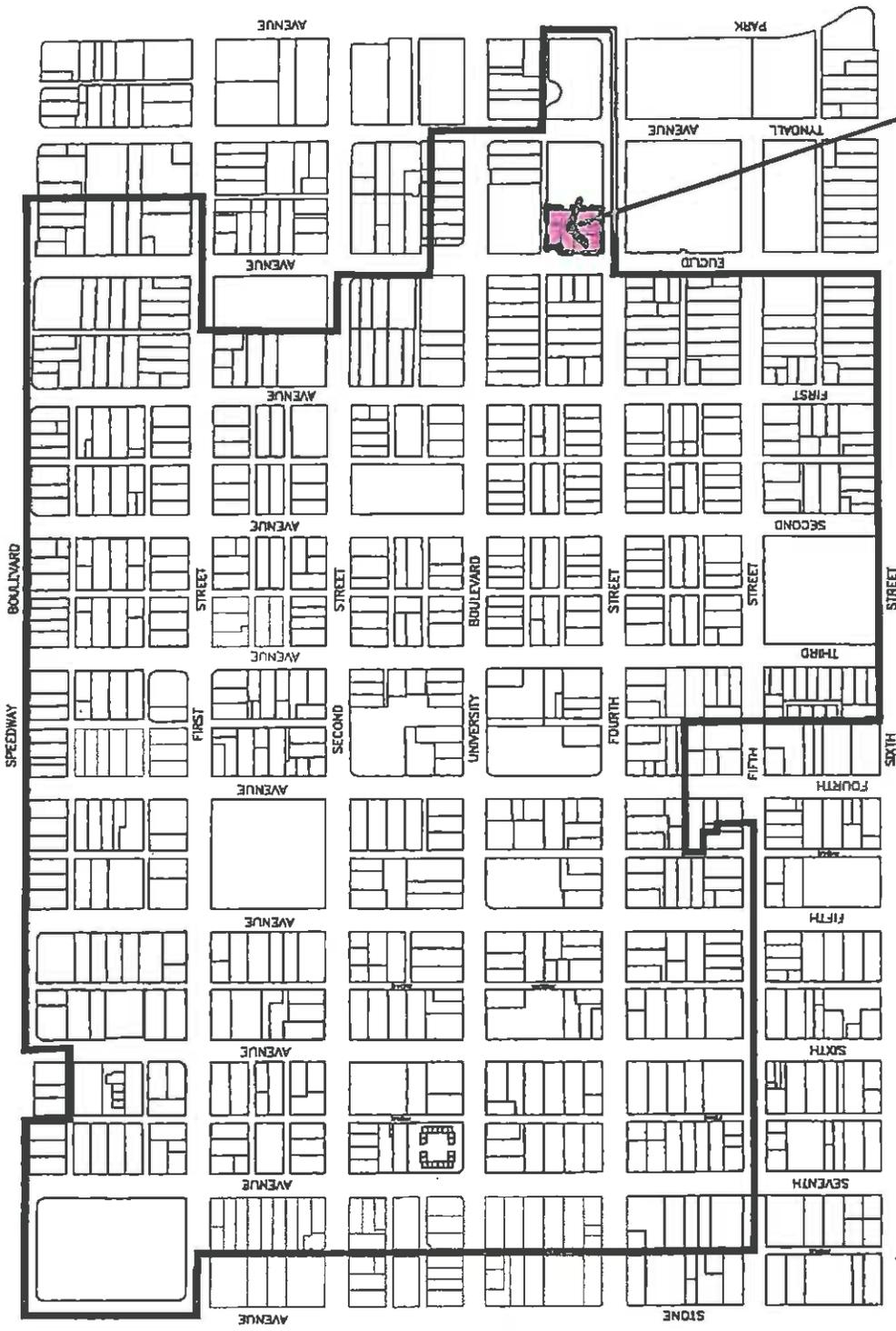
tel: 520.882.5232 fax: 520.882.5449

bob@vintarchitects.net

Appeal for courtesy review by Tucson Planning Commission of proposed Mixed-Use Student Housing/Commercial Project @ 714 N. Euclid Ave. Tucson, AZ – Sept. 29, 2011

LIST OF ATTACHMENTS

- A. Location Map, West University Neighborhood
- B. Land Use Map, W.U.N.A. Plan Amendment (Main gate V)
- C. Zoning Map
- D. West University Neighborhood Association Neighborhood Plan, 1981
- E. Letter from W.U.N.A. re. Board Meeting May 6, 2010
- F. Conditions of Support for Building located at 714 N. Euclid Ave.
- G. Concept Plan, May 6, 2010
- H. Letter from W.U.N.A. President, Dec. 24, 2010
- I. Applicant Information
- J. Assessor Parcel Map
- K. Authorization Letter, Property Owner (Russell Moore, 9/20/2011)
- L. Authorization Letter, Property Owner (Jane McCollum, 9/20/2011)
- M. Aerial Perspective
- N. Euclid Avenue Corridor Aerial, Speedway Blvd. to 6th St.
- O. Euclid Avenue Massing Elevation, Speedway Blvd. to 6th St.

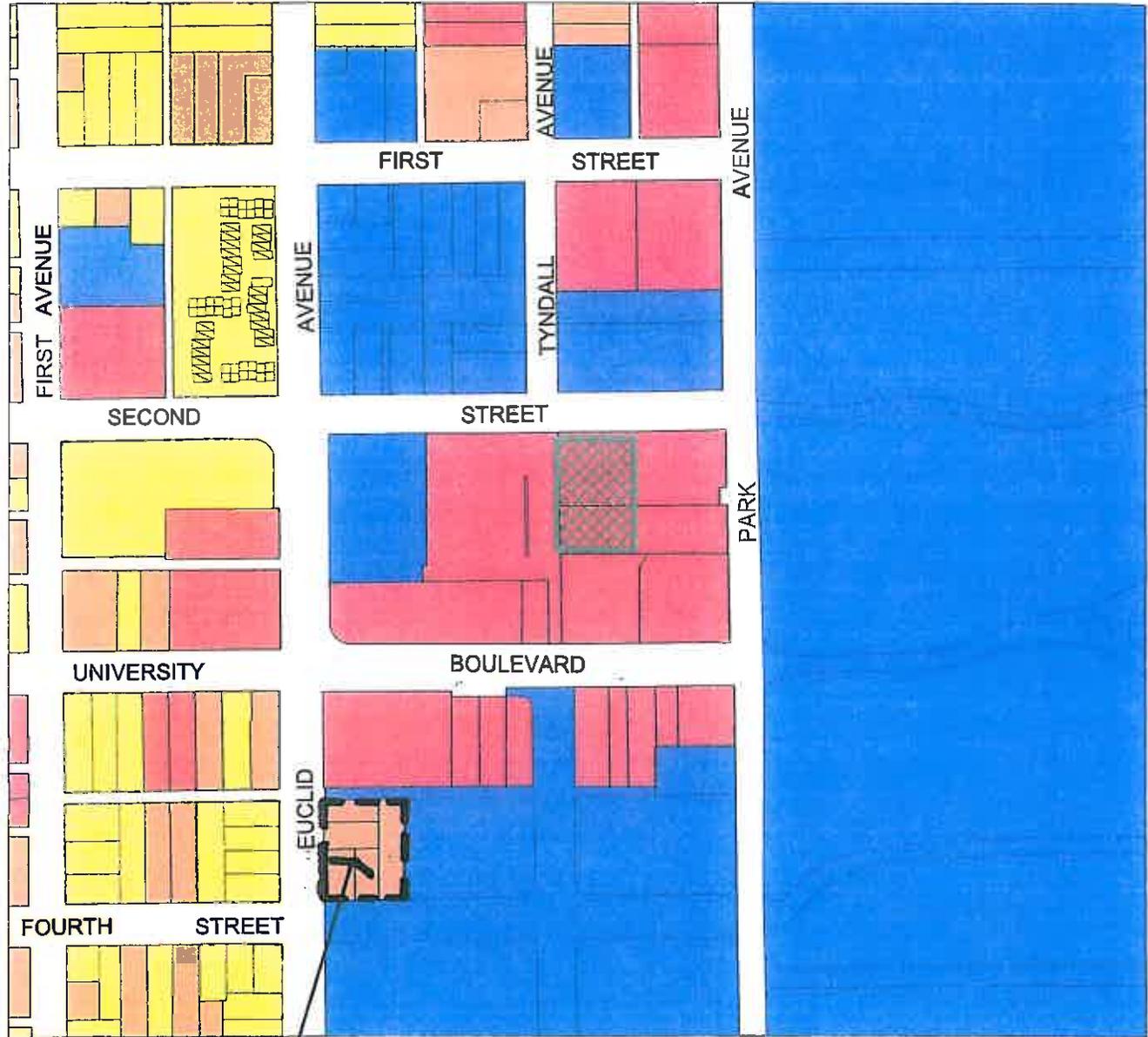


MEMORIAL COMPLEX SITE
 714 N. EUCLID AVE.

WEST UNIVERSITY HISTORIC DISTRICT
 — HISTORIC DISTRICT BOUNDARY



West University Neighborhood Plan Amendment Main Gate V - Increased Building Height



MEMORIAL COMPLEX SITE
714 N. EUCLID

Land Use Map

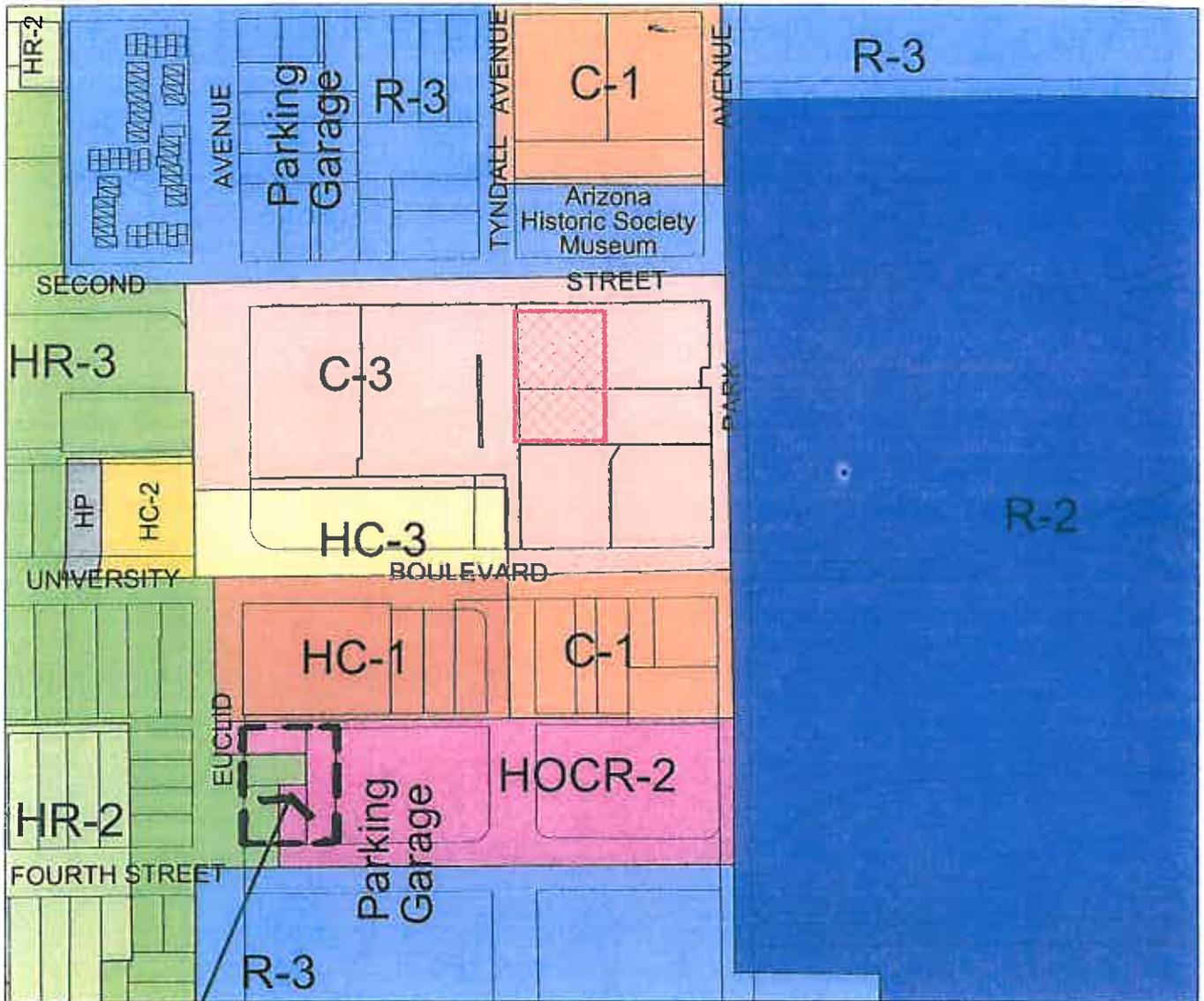
- | | | | |
|---|----------------|---|---------------|
|  | Amendment Site |  | Multi Family |
|  | Commercial |  | Institutional |
|  | Single Family | | |



August 2009

B.

West University Neighborhood Plan Amendment Main Gate V - Increased Building Height



MEMORIAL COMPLEX SITE
714 N. EUCLID
 **Amendment Site**

Zoning Map



August 2009

C.

WEST UNIVERSITY NEIGHBORHOOD PLAN

Prepared by West University Neighborhood Association
November, 1981

MAYOR AND COUNCIL

Rodolfo C. Bejarano	Lewis C. Murphy, Mayor	Charles Ford
Roy B. Laos	Brent L. Davis	Tom Volgy
	George Miller	

CITIZENS ADVISORY PLANNING COMMITTEE

	Lawrence D. Mann, Ph.D., Chair	
Carol Dorsey	Margaret Blue	William J. Fisher, Ph.D.
Connie Maraschiello	Fred McDermont	Joy Mills
Donn Phillips	Priscilla Robinson	Larry Schloss
Joe Scott, Ph.D.	Ben Shein	Charles Wilson

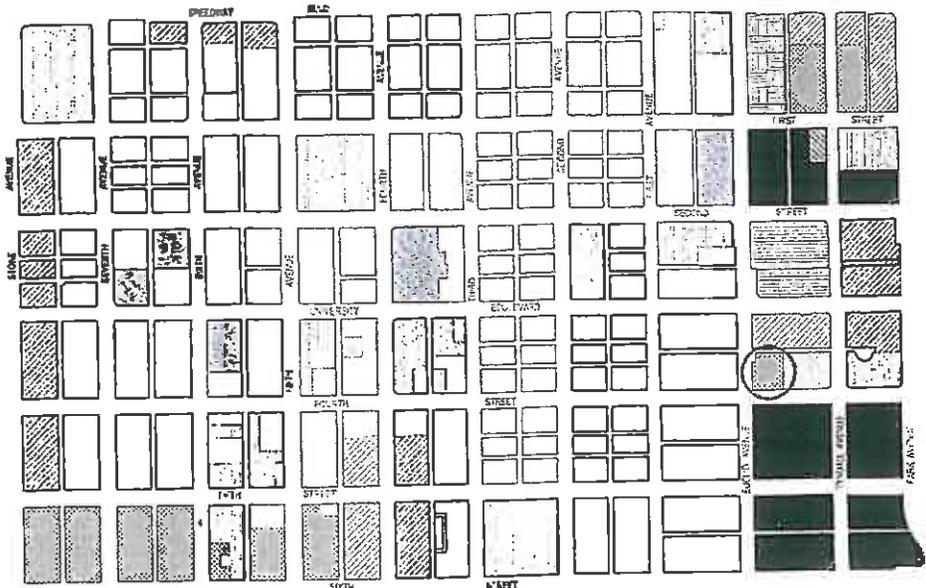
WEST UNIVERSITY NEIGHBORHOOD COUNCIL

Betsy Snell, President
Hope Lora, Vice President
Earline MacKenzie, Recording Secretary
Harry Rodriguez, Corresponding Secretary
Evelyn Smith, Historian
Bruce Dusenberry, Treasurer

PLANNING COMMITTEE

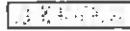
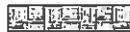
Carol Dorsey, Chairperson
Linda Laird
Frank Behlau

West University Neighborhood Plan



GENERALIZED-FUTURE DEVELOPMENT CONCEPT MAP

Legend

-  Maintain and Infill Low Density Residential and Related Services (1-15 Units Per Acre)
-  Maintain Moderate Density Residential (15-40 Units per Acre)
-  New Development - Mixed Use Commercial/Residential (15-40 Units per Acre)
See Commercial and Office Development Land Use Policy 3.E. for Adaptive Reuse of the Former YMCA Building, Amended April 14, 1997, Resolution No. 17608.
-  Maintain Existing Commercial
-  University Acquisition Area
-  Maintain Existing Public and Semi-public. (See Commercial and Office Development Land Use Policy 3.D for Adaptive Reuse of the Historic YWCA Building, Amended September 14, 1992, Resolution No. 16107.)
-  Amended October 12, 1987 to Allow Dormitory/Commercial Development Subject to Criteria of Subpolicy 2.A.3.B
-  Amended February 11, 1991, Resolution No. 15586, to Allow Residentially Scaled Office Uses on the Western 1/2 of Block Bordered by Speedway, Tyndall, First St., and Euclid.
-  Amended April 12, 1999, Resolution No. 18264, to allow Residentially Scaled Office Uses on 3 lots at 935, 939-41, and 943 E. Tyndall Ave.
-  Amended January 12, 2004 to allow New Development - Mixed Use Commercial/Office/Residential (up to 100 units per acre). See New Residential Development Policy 2.A.2.C., Resolution No. 19760.

D.

From: jencoconnor@gmail.com
To: miknoon@aol.com
CC: teresa@downtowntucson.org, cgans232@msn.com
Sent: 5/14/2010 12:00:39 P.M. Mountain Standard Time
Subj: Re: Euclid project

Hi Michael,

Here is the motion from the WUNA meeting with the five stipulations for our support. Do you need this in the form of a letter or is the motion below enough?

WUNA Board Meeting, May 6, 2010

Jenn O'Connor moves that WUNA write a letter of support for the revised project – lower height – with five (5) conditions in writing and emailed to Chris to be circulated to the Board by email. The Board will give/deny support for project at that time.

The conditions include LEED certification, the bed tax, a performance bond to ensure construction after demolition, building height not to exceed 120 feet, and a specific parking plan.

Seconded by Noah Sensibar.

Discussion ensues.

Area 9 Representatives present the concerns of the entire area.

Motion passes 12-4-5.

Let me know if you need anything else.

Thanks,
Jennifer

On Thu, May 13, 2010 at 8:44 AM, MIKNOON <miknoon@aol.com> wrote:

> Jen and Teresa,
>
> I believe we are waiting for you to send us the stipulations for our letter?
> Is this correct
>
> Michael P. Noonan
> 480-213-1838 C
>

III.

West University Neighborhood Association
P.O. Box 3336
Tucson, Arizona 85722

May 22, 2010

RE: WUNA Board Meeting May 6th, 2010

Dear Mr. Gans and Board Members,

I would like to thank you, the WUNA Board and the Planning Committee for allowing me to present our Memorial Building project several times during the past year.

This letter is in specific reference to the May 6th WUNA board meeting where there was a majority vote in support of our project with the five conditions. I am writing this letter to WUNA that pledges these conditions will be met based upon WUNA verbal and written support.

CONDITIONS OF SUPPORT FOR BUILDING LOCATED AT 714 N. EUCLID

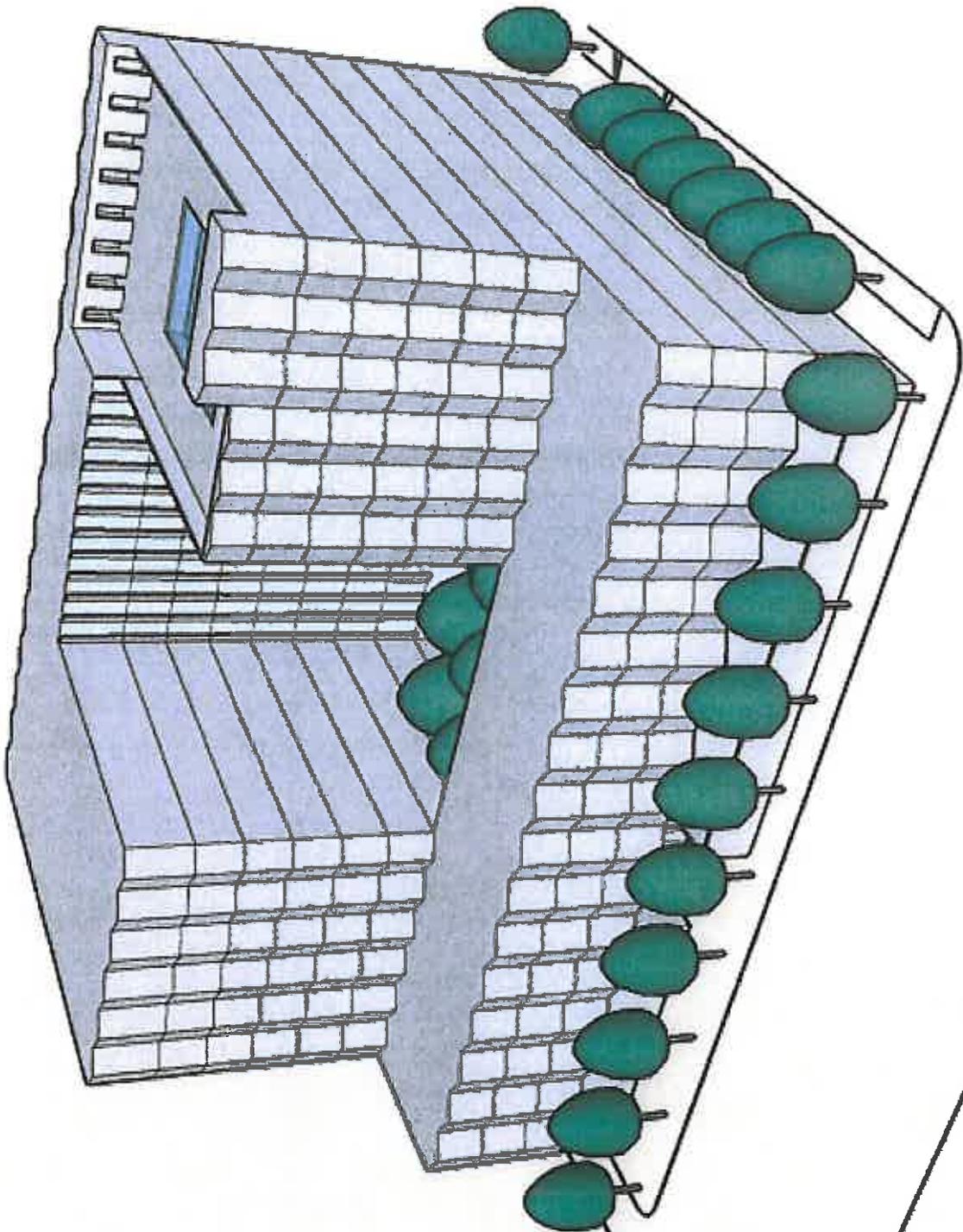
- 1) No structure on the site will exceed 120 feet and the height of the building should not exceed 40 feet for the first [x] feet of property east of Euclid Ave.
- 2) [Name of corporation] will make an annual Neighborhood Reinvestment contribution to be paid directly to WUNA at the end of every fiscal year of operation (month and day?). The donation will be no less than \$20,000 per year and the funds will be used at the discretion of WUNA.
- 3) Prior to removal of existing structures on subject site, [Name of corporation] will provide the WUNA board and their attorney copies of financial assurance that irrevocable construction loans have been secured and guaranteed by the lender to complete the project through Certificate of Occupancy. A bond of \$750,000.00 must be secured and will be forfeited if [Name of corporation] demolishes the existing buildings and does not build the Memorial Complex. (timeline?)
- 4) Attached is a finalized copy of the parking agreement between the developer and the University of Arizona, along with a transportation plan for the Memorial Complex that shows parking for employees, guests and residents.
- 5) The Memorial Building will be built to LEED certified silver level (or higher) and the Development and Design team will retain (name) as a LEED consultant.
- 6) [Name of corporation] will retain an attorney of the WUNA board's choice to advise WUNA on this and other matters of the project.

The above items I hereby attest to their accuracy and guarantee achieving all of these items.

Sincerely,

Michael P Noonan PC

F.



G.

FW: from wunas president

Subject: FW: from wunas president
From: Michael Golec <mike@mgdwellings.com>
Date: 9/26/2011 11:02 PM
To: "miknoon@aol.com" <miknoon@aol.com>, Bob Vint <bob@vintarchitects.net>

From: MIKNOON@aol.com
Date: Fri, 24 Dec 2010 13:33:44 -0500
Subject: from wunas president
To: mike@mgdwellings.com

—Forwarded Message Attachment—

From: cgans232@msn.com
To: miknoon@aol.com
CC: yq7abc@gmail.com
Subject: euclid and 4th
Date: Fri, 24 Dec 2010 08:11:08 -0700

Hi Mike,

I hope the approaching holidays will be good for you and your family. I know that CA pulled out of the 714 project and I wanted to check with you about your plans for the 714 property/ project. We would still like to see a good development on that property. And we are interested in working with you to see how that can be accomplished.

Chris Gans

WUNA president

520-603-9783

H.

9/27/2011 3:11 PM

SECTION 3: Applicant Information

(1) 714/718 Euclid Avenue - APN: 24-05-0430

OWNER OF PROPERTY

Name: Marshall Foundation
Address: 814 E University Blvd
Tucson, AZ 85719-5047
Contact: Jane McCollum
Phone: (520) 622-8613
E-Mail: jane@marshallfoundation.com

(2) 801-803/805/813-819 4th Street - APN's: 24-05-0440/0450/0460/0470

OWNER OF PROPERTY

Name: Russell Moore
Address: 2568 E. Water
Tucson, AZ 85718-2432
Phone: (520) 349-8442
E-Mail: russmoore3@cox.net

(3) OWNER AGENT for Both (1) and (2)

Name: Michael Noonan PC
Address: 3740 West Morgan
Tucson, AZ 85745
Phone: (480) 213-1838
E-Mail: MN@Seven14.net

City of Tucson
Department Planning & Development Services
201 N. Stone Avenue
Tucson, AZ 85726

DATE: September 2011
RE: *Memorial Complex*
Section 3 – Applicant Information
Supplemental Attachment

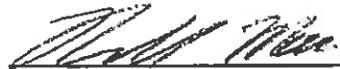
APN: 24-05-0440/0450/0460/0470
OWNER: Russell Moore

AUTHORIZATION LETTER

To the City of Tucson,

I, Russell Moore owner of 801-803/805-811/813-819 4th Street, Tucson, Arizona, hereby grant Michael Noonan and/or his associate(s) authorization to represent the owner as the applicant in processing this Plan Amendment, Plan Area Development, and/or Rezoning application(s). I have reviewed the submittal documents and am in favor of the proposed development plan and plan amendment.

Respectfully submitted,



Russell Moore
2568 E. Water
Tucson, AZ 85718-2432
(520) 349-8442

9/20/11
Dated:

City of Tucson
Department Planning & Development Services
201 N. Stone Avenue
Tucson, AZ 85726

DATE: September 2011
RE: *Seven14*
Section 3 – Applicant Information
Supplemental Attachment

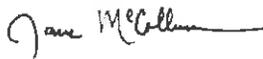
APN: 24-05-0430
OWNER: Marshall Foundation

AUTHORIZATION LETTER

To the City of Tucson,

I, Jane McCollum General Manager representing the Marshall Foundation owner of 714/718 Euclid Avenue, Tucson, Arizona, hereby grant Michael Noonan and/or his associate(s) authorization to represent the owner as the applicant in processing this Plan Amendment, Plan Area Development and/or Rezoning application(s).

Respectfully submitted,



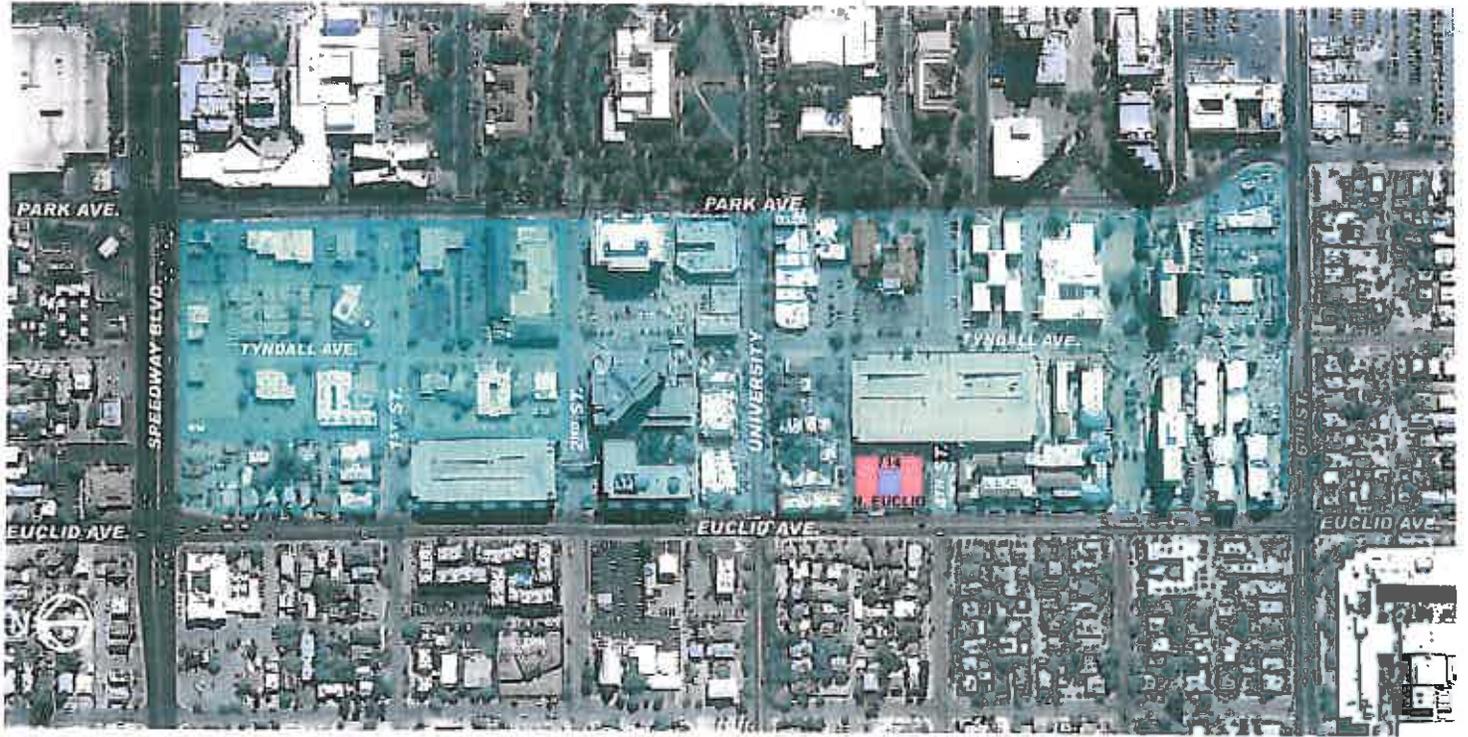
9/20/2011

Jane McCollum
General Manager
Marshall Foundation
814 E University Blvd
Tucson, AZ 85719-5047
(520) 622-8613

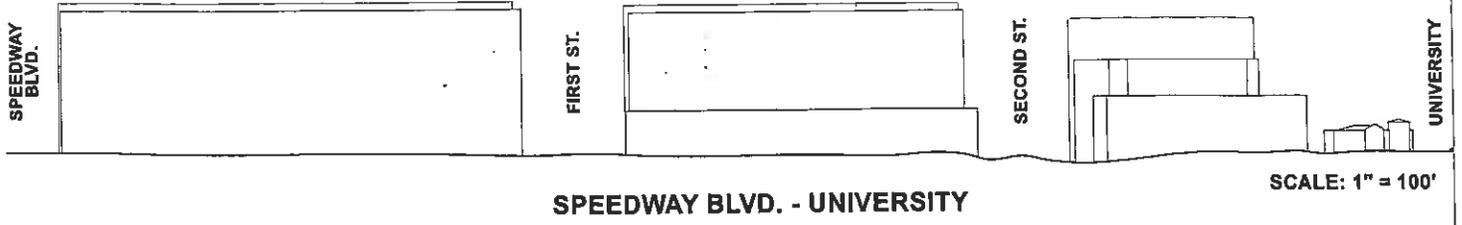
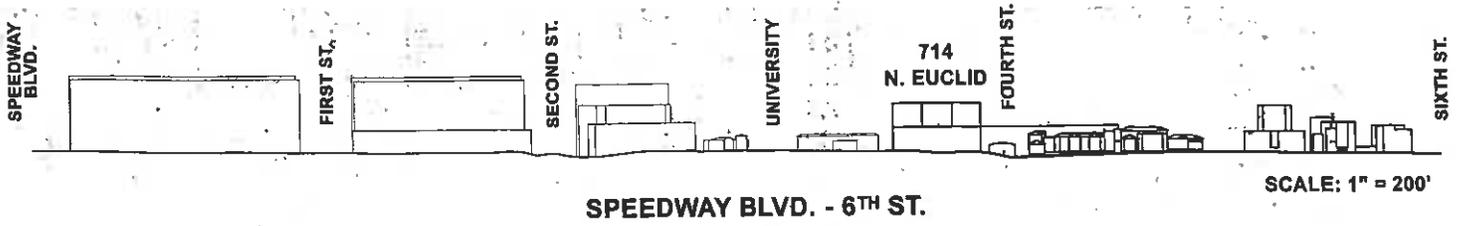
Dated:



(3) AERIAL PERSPECTIVE PHOTOGRAPH



EUCLID AVENUE CORRIDOR AERIAL
SPEEDWAY BLVD - 6TH ST. N.



EUCLID AVENUE MASSING ELEVATION
SPEEDWAY BLVD. - 6TH ST. O

Shepley Bulfinch

1437 North First Street, Suite 201, Phoenix, AZ 85004 | 602.430.3223 | shepleybulfinch.com

Memorandum

To: Jim Mazzocco
From: Alison Rainey
Subject: Draft Guidelines **Project No.** 04027.002
Date: October 13, 2011

Draft Guidelines for the West University Transition Area Urban Overlay District

The intent of this zone is to allow for and encourage high density, mixed-use, pedestrian and transit-oriented development in the northerly part of the West University Transition Area (WUTA). The WUTA Urban Overlay District will grant development flexibility and incentives in many areas to promote sustainable development and compatibility with mass-transit objectives through higher allowable building heights and densities, and flexible parking requirements to meet property owners' needs and market demand, while transitioning between different scaled and use areas.

Open Space:

- 5% of the site net square footage or 25 square feet (sf) per dwelling unit, whichever is greater.
- Open space areas should be a minimum 300 sf with a minimum dimension of 15 feet if open on 1 side only, or 10 feet if open on 3 sides.
- Portions of the open space area should be visible from the street and can occur on levels other than the ground floor, including the roof.
 - Minimum 25% landscape area to be provided in open space areas
- The portions of open space areas not landscaped should be surfaced in textured concrete, pavers, or other small scaled similar materials.

Building Massing:

- Maximum unbroken building mass- 85 feet
- Base Standards
 - All buildings over 4 stories in height should be designed with a base that is differentiated from the remainder of the building in order to relate to the street. The base may be between one and four stories in height.
- Bulk Reduction
 - Bulk reduction required at 25% of façade minimum.
 - Bulk reduction zone is above the 4th floor.
 - Bulk reduction setback is 12 ft minimum.
 - Bulk reduction can include open spaces or plaza levels that are not on the ground level.
- Permeability
 - Minimum of 50% of the ground floor building façade shall include two or more of the following treatments
 - Green screen
 - Artwork
 - Small retail space (50 sf minimum)

- *Outdoor dining patio, delineated by a low wall, low fence, planters and/or slight change in elevation*
- *Distinctive architectural lighting element*
- *Shade structure*
- *Changes to building plane- indentations, textures, or accent materials*
- *Windows that provide a minimum 75% of the visible light to be visible on either side of the window*

Building Height:

- *Maximum building height as shown in West University Neighborhood Plan Transition Area Policy B.*
- *Height Transition:*
 - *The proposed building should respect the scale of those buildings located on developed adjacent areas, such as the University of Arizona (UA) to the east, the historic neighborhood to the west and the context of Speedway. The WUTA should serve as an orderly transition between the different areas.*

14B

**MAP Building and Massing, Areas 1 and 2
Option 1**

← larger form, all caps except and

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.

*2009 Plan Amendment, 140' building height allowed.



Modern Street Car Line

Area 1



Sub Area A



Sub Area B



Sub Area C-Maximum Building height 16 Feet

Area 2



NE Corner of Euclid Ave and 4th Street

14C
MAP 7 Building and Massing, Areas 1 and 2 ← larger font, all CAPS except and
Option 2
View from Speedway/Euclid, looking southeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



- Modern Street Car Line
- Area 1
- Sub Area A
- Sub Area B
- Sub Area C Maximum Building height 16 Feet delete
- Area 2
- NE Corner of Euclid Ave and 4th Street

14D

MAP 7 Building and Massing, Areas 1 and 2 ← larger font, all CAPS except and Option 2

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.

*2009 Plan Amendment, 140' building height allowed.



Modern Street Car Line

Area 1



Sub Area A



Sub Area B

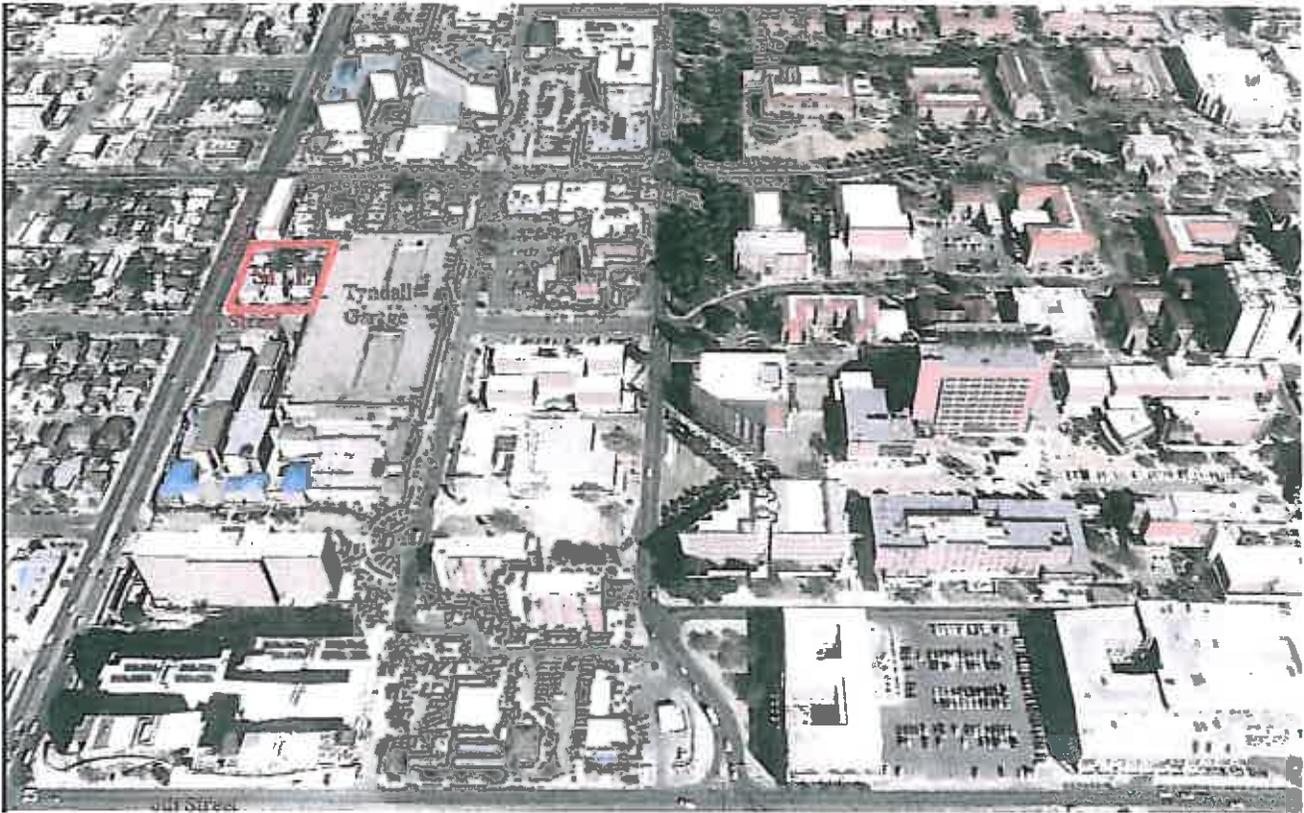


Sub Area C - Maximum Building height 16 Feet *delete*

Area 2



NE Corner of Euclid Ave and 4th Street



(3) AERIAL PERSPECTIVE PHOTOGRAPH

BUILDING and MASSING, AREAS 1 and 2

View from Speedway/Euclid, looking southeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



-  Modern Street Car Line
-  Area 1
-  Sub Area A
-  Sub Area B
-  Sub Area C - Maximum Building height 16 Feet
-  Area 2
-  NE Corner of Euclid Ave and 4th Street

BUILDING and MASSING, AREAS 1 and 2

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



-  Modern Street Car Line
-  Area 1
-  Sub Area A
-  Sub Area B
-  Sub Area C
-  Area 2
-  NE Corner of Euclid Ave and 4th Street

BUILDING and MASSING, AREAS 1 and 2

View from Speedway/Euclid, looking southeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



-  Modern Street Car Line
-  Area 1
-  Sub Area A
-  Sub Area B
-  Sub Area C
-  Area 2
-  NE Corner of Euclid Ave and 4th Street

BUILDING and MASSING, AREAS 1 and 2

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



-  Modern Street Car Line
-  Area 1
-  Sub Area A
-  Sub Area B
-  Sub Area C
-  Area 2
-  NE Corner of Euclid Ave and 4th Street

WEST UNIVERSITY NEIGHBORHOOD PLAN – New Policy (and Design Guidelines)

POLICY 2: TRANSITION AREA

The Transition Area is subject to the following policies and design guidelines. If there is a conflict between this section’s policies and another part of the neighborhood plan, this section shall take precedent.

The Transition Area includes Areas 1, 2, and 3, as shown on Map 1. Areas 1 and 2 consist mostly of privately-owned property, while Area 3 consists mostly of property owned by the Arizona Board of Regents (ABOR). It is encouraged that the ABOR properties be developed consistent with the transit-oriented development (TOD) policies and design guidelines indicated in this plan. Land uses encouraged in Areas 1, 2, and 3 are indicated in Policy A below. Maximum allowable building heights are indicated in Policy B below.

POLICIES

A. Land Use

1. The following uses are considered supportive of TOD and are encouraged in Areas 1, 2, and 3; except only those uses permitted in the residential and O-1 zones are allowed in Area 1, Sub-Area C, if Option 1 in Policy B.1.c. below is selected. In addition, a use not listed below may be allowed if the Planning and Development Services Director makes a finding that the subject use is of the same intensity as the uses listed below; except only those uses permitted in the residential and O-1 zones are allowed in Area 1, Sub-Area C, if Option 1 in Policy B.1.c. below is selected.

Administrative and Professional Offices
 Alcoholic Beverage Services including micro-breweries
 Civic Assembly
 Cultural Uses
 Day Care - Child Care
 Educational Uses
 Educational Use-Post-Secondary
 Entertainment Uses, including theaters
 Financial Services
 Food and Beverage Sales
 General Merchandise Sales
 Instructional School
 Lodging
 Medical Services – Outpatient
 Mixed Use (a combination of residential and other uses in this list)
 Parking
 Personal Services
 Residential, Attached
 Residential, Multi-Family
 Travelers’ Accommodation

2. Allowable Special Transit-Oriented Development (TOD) Uses
Drive-thrus may be allowed as an accessory use and shall be designed so as not to interfere with pedestrian circulation.

B. Building Height

1. Area 1 – Transit-oriented Development (TOD) Area

Area 1 has three Sub-Areas, A, B and C (see Map 1). Allowable building heights are as follows:

- a. Sub-Area A: A variety of building heights, ranging from up to 6 to 14 stories, is allowed, as per Maps 2A and 2B.
 - b. Sub-Area B: Building heights in this area are restricted to the existing zoning building height; except a building height of up to 140 feet is allowed in the northwest portion of the block bounded by 2nd Street, Park Avenue, University Boulevard, and the Tyndall Avenue alignment.
 - c. Sub-Area C (see Maps 2A and 2B): Four- and six-story building heights are allowed.
 - 1) Six -story buildings are allowed along Speedway Boulevard, and four-story buildings along Euclid Avenue;
 - 2) TOD uses as per Policy A apply;
 - 3) The street corner design guidelines should apply at the southeast corner of Speedway Boulevard and Euclid Avenue, to make a gateway architectural statement. The architectural style should be compatible with that of the West University historic neighborhood west of Euclid Avenue. The gateway building height may be a mixture of four and six stories, to assure a style compatible with the West University historic neighborhood;
 - 4) Architectural plans should be reviewed by the West University Neighborhood Association, the historic district advisory board, and the Tucson-Pima County Historical Commission. These groups shall make a recommendation to the Planning and Development Services Director; and
 - 5) Sidewalks will be designed to protect pedestrians from arterial traffic.
- ### 2. Area 2 – Mixed Uses, Restricted Heights (see Map 1)
- a. Unless otherwise noted, building height in this area is restricted to the existing zoning building height, or no greater than 40 feet for new development. The properties at the northeast corner of Euclid Avenue and Fourth Street may be developed to four stories along Euclid Avenue, to align with the Geronimo Hotel, and six stories to the east of this alignment (see Map 3). Architectural plans should be reviewed by the West University Neighborhood Association, the historic district advisory board, and the Tucson-Pima County Historical Commission. These groups shall make a recommendation to the Planning and Development Services Director.

- b. Sidewalks will be designed to protect pedestrians from arterial traffic.
- 3. Area 3 – UA TOD Area (see Map 1)

Area 3 consists mostly of UA development, and includes a couple of parcels not owned by ABOR. Private property in Area 3 may be developed with TOD-supportive uses, as per Transition Area Policy A. Building height consistent with the surrounding development is allowed.

TRANSIT-ORIENTED DESIGN GUIDELINES

It is encouraged that new development in the Transition Area adhere to the following:

1. Overall Design Guideline - Development in the Transition Area shall be focused on creating an urban neighborhood with residential and non-residential uses, and a multi-modal emphasis that is comfortable for pedestrians.
2. Streetscape Design - In developing a streetscape for a new development, the following design features are encouraged:

Sidewalks

Sidewalks should be designed to be consistent with adjoining properties, and wide enough to comfortably accommodate pedestrian traffic. Further, they should include, when practical, space for street features like outdoor seating for restaurants and cafes, merchandise display, vegetation, and street lights. Sidewalks will be designed to protect pedestrians from arterial traffic.

Building Height Transitions

Buildings along Speedway Boulevard and Euclid Avenue should be designed to step back building height away from the arterial streets.

Permeability

First floors of buildings should have a significant portion of the façade area with windows that highlight visible activity within and outside the building.

Entrances

Front doors should be visible or identifiable from the street and spaced to accommodate pedestrians.

Setbacks

Building should be designed to be adjacent to the sidewalk. Parking areas should be either within a parking structure or at the side or rear of the building.

Shade

Walking, waiting, and seating areas should be designed to assure that pedestrians are provided a shade option by trees or artificial shading devices, such as covered walkways, awnings, balconies, and overhangs. Shaded patios, courtyards, and covered walkways contribute to a pedestrian environment, add architectural value, and create areas for passive and active recreation.

Landscaping

Vegetation should be encouraged around development to provide shade and ground cover so as to present a cool respite from the extremes of Tucson weather. The vegetation should be drought tolerant and planted using best practices of urban landscaping design. Vegetation should be strategically located to reduce solar heat gain and create shade.

Street Corners

Street corners offer an opportunity to create open space, public gathering places, and neighborhood entry features. Buildings at street corners have a high level of visibility. The height, massing and accent materials of buildings at corners should be encouraged to display interesting architectural features, and create shade areas and public gathering spaces. Uses such as cafes and restaurants, when safely designed, should be located nearby to activate the area.

Open Space

New development is encouraged to have ample open space features such as esplanades, courtyards, plazas and similar features to create public gathering spaces. Pedestrian activities should be considered in the design and planning of ground floor spaces so there is easy passage to the nearby public spaces. It is important that the plazas, parks and similar open space areas provide ample shade structures and tree canopies. Open space areas should be designed as a ratio of the lot size, and have a public function.

3. Architectural Design

Scale, Proportion, and Massing

A building's scale, proportion and massing should create a comfortable and well-detailed urban environment by establishing a broad variety of buildings, heights, architectural form and detail. Scale, proportion, and massing should also establish architectural patterns or features that relate to adjacent developments. Large areas of undifferentiated or blank building facades or out-of-scale buildings should be avoided. Varying proportions are encouraged. The building design and street level architectural details should reinforce active streetscapes and be of visual interest to pedestrians.

Solar Heat Gain

Landscaping and shade are especially encouraged on the south and west sides of new development. Heat build-up should be minimized, especially in pedestrian areas. Energy consumption should be designed to be efficient within the development. Paved surfaces should be minimized on the south and west sides of buildings where vegetated ground cover, permeable surfaces and trees are encouraged. Roofs should be designed to include vegetation and/or highly reflective materials.

4. Parking Design - Most parking should be within a parking structure. Parking structures should be designed to activate the street level by incorporating ground floor retail/commercial uses, and have visually appealing facades. Large areas of surface parking should be discouraged, as they create an uninviting pedestrian zone. Individual parking plans are encouraged for each development. The City or other property owners may need to consider a public parking structure if the need for one is identified. All new development must include adequate bicycle parking.

5. Loading and Service Areas Design - Loading and service areas should be located away from pedestrian areas, and visually minimized. Service driveways should be at the rear or side of development, or located within a parking structure. They should be screened with landscaping or other architectural screening elements. Temporary loading zones may be located on rear or side streets and used during off-peak hours.
6. Access Management - Existing and new sidewalks should be maintained to be readily accessible and easily connected to adjoining properties. Where driveways are necessary, they should be designed to have the least interference with pedestrian areas.
7. Special Streetscape Design Scenarios
 - a. *Speedway Boulevard and Park Avenue Buffering*

Development along Speedway Boulevard and Park Avenue should be designed to assure pedestrian comfort and safety, by incorporating wider street setbacks along Speedway Boulevard and maintaining existing sidewalk widths (at least 10 feet) on Park Avenue. Bollards, trees and similar features should be used to increase pedestrian safety, especially along Speedway Boulevard. Wider sidewalks should also be considered as practical, to allow pedestrian passage and safety.
 - b. *Southeast Corner of Speedway Boulevard and Euclid Avenue*

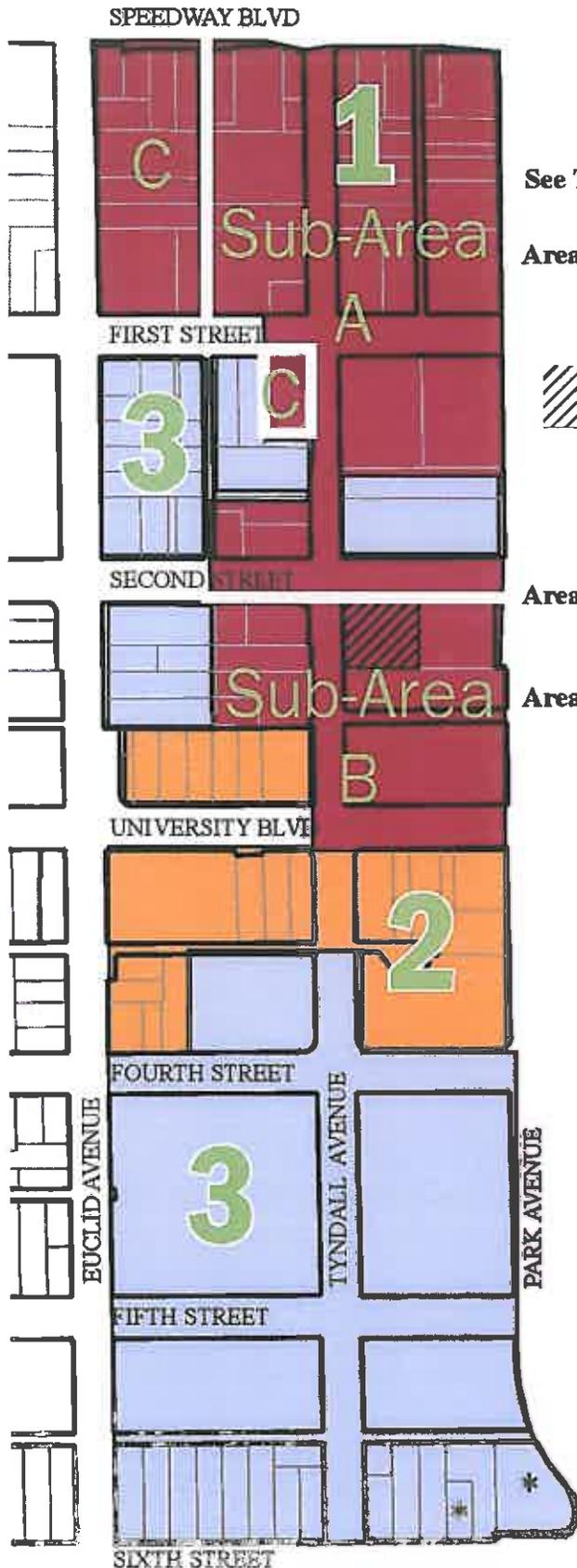
Development along this corner should be designed to be historically compatible with the adjacent neighborhood to the west, and provide a western “gateway” entry to the Transition Area. Buffering should be provided between the more dense development to the east, and the established residential area to the west. Sidewalks should be located along Speedway Boulevard and Euclid Avenue, and should incorporate pedestrian safety and comfort features.
 - c. *Northeast corner of Euclid Avenue and Fourth Street Buffering*

Development along Euclid Avenue should be designed to assure pedestrian comfort and safety. Bollards, trees and similar features should be used to increase pedestrian safety. Wider sidewalks should also be considered as practical, to allow pedestrian passage and safety.

Attachments:

- Maps 1
- Maps 2A and 2B
- Map 3

MAP 1 TRANSITION AREA LAND USE DESIGNATIONS



See Transition Area Policy A for allowable land uses.

Area 1: Transit-Oriented Development (TOD) Area
 Varied Heights - See Transition Area Policy B

 Amended 12/7/2009, Resolution No. 21449, to allow 140 - foot high building in the northwest portion of the block bounded by Second Street, Park Avenue, University Boulevard, and the Tyndall Avenue alignment

Area 2: Mixed Use Area
 Restricted Heights - See Transition Area Policy B

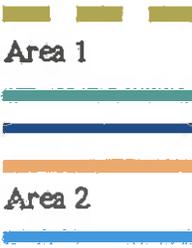
Area 3: University of Arizona TOD Area
 Owned by ABOR, except *privately owned

Support TOD on privately owned parcels, consistent with surrounding development - See Transition Area Policy B

MAP 2B BUILDING and MASSING, AREAS 1 and 2

View from University/Euclid, looking northeast

Numbers refer to stories. Massing boundaries are approximate.
 *2009 Plan Amendment, 140' building height allowed.



- Modern Street Car Line
- Area 1
- Sub Area A
- Sub Area B
- Sub Area C
- Area 2
- NE Corner of Euclid Ave and 4th Street

MAP 3 BUILDING and MASSING, AREA 2

View from Euclid/6th, looking north/northeast

Numbers refer to stories. Massing boundaries are approximate.
*2009 Plan Amendment, 140' building height allowed.



Modern Street Car Line

Area 1

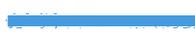


Sub Area A



Sub Area B

Area 2



NE Corner of Euclid Ave and 4th Street