

**ATTACHMENTS**

**AGENDA ITEM #4**

**WEST UNIVERSITY  
NEIGHBORHOOD PLAN  
TRANSITION AREA  
PLAN AMENDMENT**

**BRIAN E. McCARTHY**

1030 North Euclid Avenue  
Tucson, Arizona 85719

November 2, 2011

Good Evening, Commisioners, Thank you for the opportunity to comment on the proposed Plan Amendbent

My name is Brian McCarthy. I reside at 1030 North Euclid Avenue; That is in the City of Tucson and the Zip code is 85719

I live with my wife in a historic bungalow that ha been in her family for 68 years. It was built in 1920 and with luck and proper maintenance should last another 90 years. During her tenure here she has seen the homes of neighbors and friends vanish from the scene We feel it is time to say "enough" Let us keep what we have while there is still something to keep" Option #1 appears to offer the best chance to salvage something

We are very troubled by the inappropriate height of some of the buildings that may emege if this amendment is adopted, buut there may be some room for compromise there. We recommend adoption of the Amendment, but only if it includes Option #1

Brian E. McCarthy  
Judith A. Gray

Given @ PC Hearing 11-2-11  
by Mr. Brian McCarthy

CAMPUS ACQUISITIONS LLC  
Tyndall and Park Student Housing  
TRAFFIC IMPACT ANALYSIS

Tyndall and Park Student Housing  
Traffic Impact Study

**Recommendations**

1. This traffic impact study is in support of a plan amendment submittal and subsequent development plan.
2. Typical ITE trip generation and parking generation rates are not appropriate for this project. Auto ownership and parking demand are expected to be low compared to typical apartment uses. Parking can be readily managed due to the availability of alternate modes (bus, streetcar, bike, bike share, car share, and pedestrian) in this campus setting, and through pricing strategies.
3. We reviewed several reports that evaluated parking needs for similar near-campus projects. The site plan includes 160 parking spaces and we believe based on the research that this will meet and possibly exceed the actual demand. Based on 270 units with 960 beds, the parking supply will be 0.59 per unit and 0.17 per bed. The parking supply is sufficient, based on our research and analysis.
4. Design project driveways to provide adequate sight distance to and from the project driveways.
5. Provide traffic control and appropriate pavement markings at the project driveways.
6. Subdivision design should conform to current City of Tucson standards.
7. All new traffic signs, signals and markings must comply with the *Manual on Uniform Traffic Control Devices* and City of Tucson requirements.

Received  
11-2-2011  
Jm

**From:** john patterson <pttrs njhn@yahoo.com>  
**To:** "joanne.hershenhorn@tucsonaz.gov" <joanne.hershenhorn@tucsonaz.gov>  
**Date:** 11/02/2011 3:02 PM  
**Subject:** Planning Commission / WUNA Transition Area

**CC:** Chris Gans <CGANS232@MSN.COM>  
John Patterson  
720 E. University Blvd.  
Tucson, AZ 85719

November 2nd, 2011

To the Planning Commission:

We own and live in a historic house on University Blvd. on the path of the proposed modern streetcar in the West University Neighborhood, a half-block from the transition area. I've been a supporter of the streetcar concept but wary about negative impacts that might affect us or our historic district. I have served on the WUNA planning committee as we have approached the subject of amending our neighborhood plan in the transition area, hoping to participate in a process that enhances development opportunities along the streetcar line but protects our historic neighborhood.

It is distressing to see the "option 2" being advanced as an apparent preferred option, one that removes protections for contributing structures on Euclid near Speedway and clears the way for tall and dense structures all the way south to 6th St. I urge you to support "option 1" if any modifications to our neighborhood plan are forthcoming, preserving the historic homes on Euclid and Speedway and maintaining appropriate existing building heights south of 2nd St.

Proposed building heights of 10-14 stories and the shadows those buildings would cast are being used as a reason to allow removal of historic homes for more tall buildings, rather than restricting the height of buildings east of the alley between Euclid and Tyndall to reasonable heights. This location on Euclid is a rare example of historic homes near the university preserved on both sides of an arterial, and the re-purposing of historic homes for offices has been successfully done with homes owned by the Marshall Foundation on Tyndall and 1st St, preserving those buildings. The same should be done with the block of historic homes on Euclid between 1st and Speedway, if and when they are no longer used as residences. The area at the SE corner of Speedway and Euclid is outside the University Planning Area - land not owned by the Board of Regents, and is not a gateway to campus, which would appropriately exist at Park and Speedway where university property begins. We should not remove historic homes in order to cede this property to the University with a gateway marker.

Sincerely,  
John Patterson  
(520) 622-4512

**From:** first last <yq7abc@gmail.com>  
**To:** <joanne.hershenhorn@tucsonaz.gov>  
**Date:** 11/02/2011 1:41 PM  
**Subject:** Comments on West U. Area Plan amendment

To the Planning Commission  
Regarding West University Area Plan amendment

I am writing to support the West University Area Plan amendment, option one, as presented by city staff. The process by which this option was derived, although fast-tracked, included all of the stakeholders in a collaborative process.

Chris Gans, Tom Warne, and I were asked by Ward 6 Council Member Steve Kozachick to speak at the City Council study session that initiated this amendment process. The scope of the amendment has always been basically the boundaries included in the option one proposal. Given the short time frame, to include additional areas in the amendment process at this late date imperils the outcome for several reasons.

My biggest concern is the that time frame, coupled with the limited resources of the city, could lead to another development like the project currently under construction at 6th St. and 5th Ave. City staff does not have the expertise in-house to create the urban overlay that is the second part of this amendment process. Generously, Shepley Bullfinch has agreed to donate their services as a consultant on the form-based code aspects of an overlay. However, this offer of assistance was made when the area under discussion was limited to the northeast corner of the transition zone.

The idea of the transition zone is to gradually progress from the high-density, taller buildings of the University of Arizona to the lower-density, mostly single-story residential area of the neighborhood. Including 4- and 6-story buildings along this edge is not a transition, it's just a line. We need to think of the entire West University area as a cohesive whole, not little bits and pieces. How it works together is exactly what allows it to succeed as an area.

A vital and thriving surrounding area will be necessary to the success of the transition zone and the Modern Streetcar. This has to include a community of people to support the services: West University Neighborhood. Nibbling away at the edges of the existing residential neighborhood just encourages a spiral of homeowner flight, higher rental occupancies, and the eventual deterioration of the historic housing stock.

What happens in the transition zone now will affect the long-term future of Tucson and the West University area. Well-planned, highest-value development in the impact area of the Modern Streetcar is what is needed. Taking an ongoing process and expanding it to include a larger area does not advance that goal.

A gateway to the university along the northwestern edge of Speedway is an idea and a project that would have to come from the University of Arizona itself. The university has always assured the West University

Neighborhood that nothing they do in terms of future development will be in conflict with the area plan or the neighborhood's wishes. I would hope that the City of Tucson would be willing to keep a similar agreement.

I would support separate plan amendment processes for the recently added areas, using the same collaborative, cooperative process we've benefited from with the option one area. In fact, the developer of the 714 project, Mike Noonan, does have a plan amendment process that was initiated for his property last year.

People often complain that development processes are long and expensive, but I would counter that there is a reason for this. The implications of poorly planned or poorly implemented developments are extensive. We live with these mistakes for decades. It's great that we have a project ready to go in the Campus Acquisitions proposal. They've been in contact with West University throughout this amendment process. Their developer, Tom Warne, has worked in concert with the neighborhood and with city staff to create an inclusive process for a specific area. I think we should move forward with the option one amendment that was agreed upon from the beginning, and endeavor to use this process as a template for future successful cooperative, collaborative plan amendments.

Sincerely,

Richard A. Mayers  
West University Neighborhood Association vice president



November 2, 2011

Ms. Shannon McBride-Olson  
Chairperson  
City of Tucson Planning Commission  
201 N. Stone  
Tucson, Az. 85701

RE: Planning Commission Hearing – November 2, 2011

Dear Ms. McBride-Olson:

Metropolitan Pima Alliance (MPA) is pleased to participate in the stakeholder discussions with the City of Tucson planning staff regarding the proposed plan amendments for the West University Transition Area.

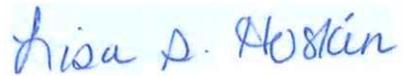
We believe it is imperative for development to occur along the modern street car route and especially at station locations. Studies have shown that when new transit areas are incorporated into existing developed areas, it encourages economic development and revitalization. Mixed use residential and commercial development in these strategic areas will boost ridership and support the transit infrastructure improvements.

Recent studies have also shown a demographic shift and changing preferences for housing types and workplace locations located in urban areas with transit infrastructure. Benefits of residential and commercial development along the street car route include reduced vehicle use, promoting a walkable community and positive impacts on real estate values near transit areas.

MPA commends Mayor and Council, the Planning Commission and staff for proactively working on this proposed plan amendment to ensure the success of the modern street car and encourage economic development within the City's urban core.

Thank you for your consideration.

Sincerely,



Lisa S. Hoskin  
Government Relations Director

cc: City of Tucson Mayor and Council  
City of Tucson Planning Commission Members  
Mr. Ernie Duarte, Director of Planning and Development Services  
Mr. Jim Mazzocco, Planning Administrator

**From:** Joanne Hershenhorn  
**To:** Joanne Hershenhorn  
**Subject:** Re: Fwd: transition area U of A

>>> <gjeanned@aol.com> 10/19/2011 8:10 AM >>>

Dear Jim,

My name is Gloria Day. My husband and I own and occupy two houses on Helen directly north of the Vantage West Credit Union. (820 and 824 E. Helen). We attended the meeting a few weeks ago at the Marriott. I am writing to express our concerns regarding the West University Neighborhood Plan Transition Area.

Right now our back yards are fairly private with trees and a fence blocking the view to Speedway and the Credit Union. With tall buildings on Speedway and to the south, we feel our privacy will be diminished. The view would now be buildings instead of the beautiful blue sky. I am wondering if the sound level of traffic will be amplified by the increase of hard surfaces adjacent to Speedway?

Thank you for taking our concerns into consideration.

Gloria Day  
Fernando Rodriguez

**From:** Joanne Hershenhorn  
**To:** Joanne Hershenhorn  
**Subject:** Re: Fwd: Proposed Amendments to the West University Transition Area -Response

>>> Lyn Ashton <[llashton@qwest.net](mailto:llashton@qwest.net)> 10/26/2011 11:05 AM >>>

Hello Jim,

We have just recently sent a paper to the Planning Commission concerning the Proposed amendments to the West University Transition Area that were presented to the commission on 10/05/2011. This paper details our objections to Option 1, shows our support of Option 2, and lists the benefits we see to Option 2. I have attached 3 documents:

- \* A copy of the paper sent to the Planning Commission
- \* A copy of the signature page
- \* A copy of an email received from one of the parties representing LFBR

I also intended to send a copy of this note to Ernie Duarte but do not have his email. Perhaps you can forward this on to him. Thank you. Also, note that this was sent from my personal email. It appears that our paper is too thorough as yahoo will not let me attach the document. If you need to respond via email, please use [sarrinvestments@yahoo.com](mailto:sarrinvestments@yahoo.com).

If you have any questions please feel free to contact Bill Hubbard or me. We plan on attending the public hearing scheduled for 11/2/2011. If we do not talk to you before that, we will see you then. Thank you.

Lyn as a manager on behalf of SARR Investments LLC (an Arizona Limited Liability Company)  
P.O Box 40724  
Tucson, AZ 85717  
(520) 881-0749

**From:** Joanne Hershenhorn  
**To:** Joanne Hershenhorn  
**Subject:** Re: Fwd: Transit-Oriented Development Rezoning

>>> "Diana Lett" <[paruni@dakotacom.net](mailto:paruni@dakotacom.net)> 10/07/2011 9:40 AM >>>

Dear Jim:

I have some belated comments on the Transit-Oriented Development Urban Overlay District that will modify the West University Plan.

First, kudos on a smart, flexible plan that respects historicity while allowing for densification. The plan answers the concerns I have raised for years about the inappropriateness of one-size-fits-all densification of parcels within historic neighborhoods.

My only reservation is that six stories on Speedway is such a drastic change from the current reality on the ground. I know you heard (and answered) the dismay of the West University Neighborhood residents living in the historic residences on the SE corner of Speedway and Euclid, regarding the need for a gentler transition to their one-story construction.

Please be aware that this concern is shared by Feldman's residents living between Speedway and Helen Street. Three such homeowners, representing three separate properties, were present at the September 19 neighborhood meeting. Although they did not speak publicly, they are not in favor of six-story construction in close proximity to their homes.

As always, I thank you for your dedication to seeking a balance between neighborhood concerns and development interests.

Sincerely,

Diana Lett  
Treasurer  
Co-Chair, Neighborhood Preservation Committee  
Feldman's Neighborhood Association

1309 N. 1st Avenue  
Tucson, AZ 85719-4004  
520.623.8233 (home and fax)  
520.977.0870 (cell)  
[paruni@dakotacom.net](mailto:paruni@dakotacom.net)

**From:** Jim Mazzocco  
**To:** gjeanned@aol.com  
**CC:** Hershenhorn, Joanne  
**Date:** 10/26/2011 3:14 PM  
**Subject:** Fwd: transition area U of A

handout at  
11/2/11 PC  
PH

Ms. Day,

I will make sure your comments below are included in the Planning Commission's information packet for their November 2, 2011 public meeting. I will send your email to our consultant. They are able to do an analysis from street level of what you might see from your property based on the current building height proposal, although I am not sure they will be able to do that by the November 2 public meeting.

Jim Mazzocco  
City of Tucson  
Planning and Development Services Department

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Thank you for taking our concerns into consideration.  
Gloria Day  
Fernando Rodriguez

**From:** Jim Mazzocco  
**To:** gjeanned@aol.com  
**CC:** Hershenhorn, Joanne  
**Date:** 10/26/2011 3:14 PM  
**Subject:** Fwd: transition area U of A

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City of Tucson  
Planning and Development Services Department

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Thank you for taking our concerns into consideration.  
Gloria Day  
Fernando Rodriguez

*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 *WUNP* provide more specific direction than the policies in the *UAP*, the policies of the neighborhood plan shall apply.

Revised -  
Attachment 1A

- 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. 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
  - 4) Sidewalks will be designed to protect pedestrians from Speedway Boulevard and Euclid Avenue 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.
- b. 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.
- c. Sidewalks will be designed to protect pedestrians from Euclid Avenue 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

The following design guidelines apply to the Transition Area:

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 apply:

Revised-  
Attachment 2A

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.

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. 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
    - 4) Sidewalks will be designed to protect pedestrians from Speedway Boulevard and Euclid Avenue 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.
- b. 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.

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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.

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*Permeability*

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*Entrances*

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*Setbacks*

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revised -  
Attachment 15

**Joanne Hershenhorn - Fw: West Univ. Plan Amendment**

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**From:** Carolyn Niethammer <cniethammer@yahoo.com>  
**To:** "joanne.hershenhorn@tucsonaz.gov" <joanne.hershenhorn@tucsonaz.gov>  
**Date:** 11/01/2011 4:46 PM  
**Subject:** Fw: West Univ. Plan Amendment

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(c/o Joanne Hershenhorn, joanne.hershenhorn@tucsonaz.gov)

To Members of the Tucson Planning Commission

Dear Commissioners:

I am writing in regard to the Amendments to the West University Neighborhood Plan. I have lived in the West University area just to the west of the plan amendment area for 33 years and have been a member of the West University Neighborhood Assn. since its inception.

While WUNA has a history of working with the city on plan amendments, we have had to watch closely to ensure that the changes did not negatively impact the charm of the West University area that developers find so attractive. Had we not been proactive, the area would be much different than it is today.

I have been attending and participating in meetings of the historic component of Plan Tucson. Several dozen people representing neighborhoods along with various city officials have been meeting to discuss the conservation of Tucson's historic resources and the economic impact of these buildings which is considerable. West University neighborhood is rich with these resources -- but it won't continue to be if the city allows every developer who comes to town to get a pass on tearing down historic casitas or bungalows and argues that "it doesn't pencil out" unless they build 10 stories or more. If the city is going to ignore the value of historic areas and property for short-term gain, then our officials are spending resources and our time simply giving lip-service to historic preservation.

Because of this, I support Option 1 of the plan amendment rather than Option 2 which will allow the razing of historic bungalows. There is plenty of area elsewhere along the modern street car line where such development would not involve destruction of historic properties.

Sincerely,

Carolyn Niethammer

**Joanne Hershenhorn - Planning Commission for Nov. 2 meeting**

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**From:** "Ford Burkhart" <fburkhart@peoplepc.com>  
**To:** <joanne.hershenhorn@tucsonaz.gov>  
**Date:** 11/01/2011 10:03 AM  
**Subject:** Planning Commission for Nov. 2 meeting

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**604 East First Street, Tucson, Arizona 85705**

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Tuesday, November 1, 2011

To the Planning Commission, City of Tucson

(c/o Joanne Hershenhorn, [joanne.hershenhorn@tucsonaz.gov](mailto:joanne.hershenhorn@tucsonaz.gov))

Re: West University Plan Amendment

Dear Commission:

We have lived since 1946 in the family house on First Street at Second Avenue, built about 1917 as a Craftsman style stick bungalow. We were one of three families to found the West University Neighborhood Association in 1979, which became one of the largest historic districts in the nation. Our goal was to preserve the rich variety of architecture created from 1905 to 1930 and beyond.

We oppose the destruction of historic bungalows like our own, just to create short-term business opportunities for developers. The latest impetus seems to be the creation of "travel oriented development" (TOD) in the transition area along Euclid.

Tucson has plenty of places for buildings of 8, 10 or 14 stories to house students. It has very few neighborhoods with this richness of style, and only one as the gateway to the University Main Gate.

We oppose any amendment to the neighborhood plan that is designed to make it easier to destroy historic and contributing residences and other buildings, whether east or west of Euclid. That has been part of what has been referred to as Option 1. We support only Option 1 as you consider a West University Neighborhood Plan Amendment. Option 2 could set a precedent for tearing down more historic properties in West University.

Our house is surrounded by lovely, varied architecture – including the Dillinger House, a Mission Revival home on North Second Avenue, and other fine bungalows of the California style, Midwest styles, old adobes. When the old vanishes, so do our links to our past.

Sincerely,

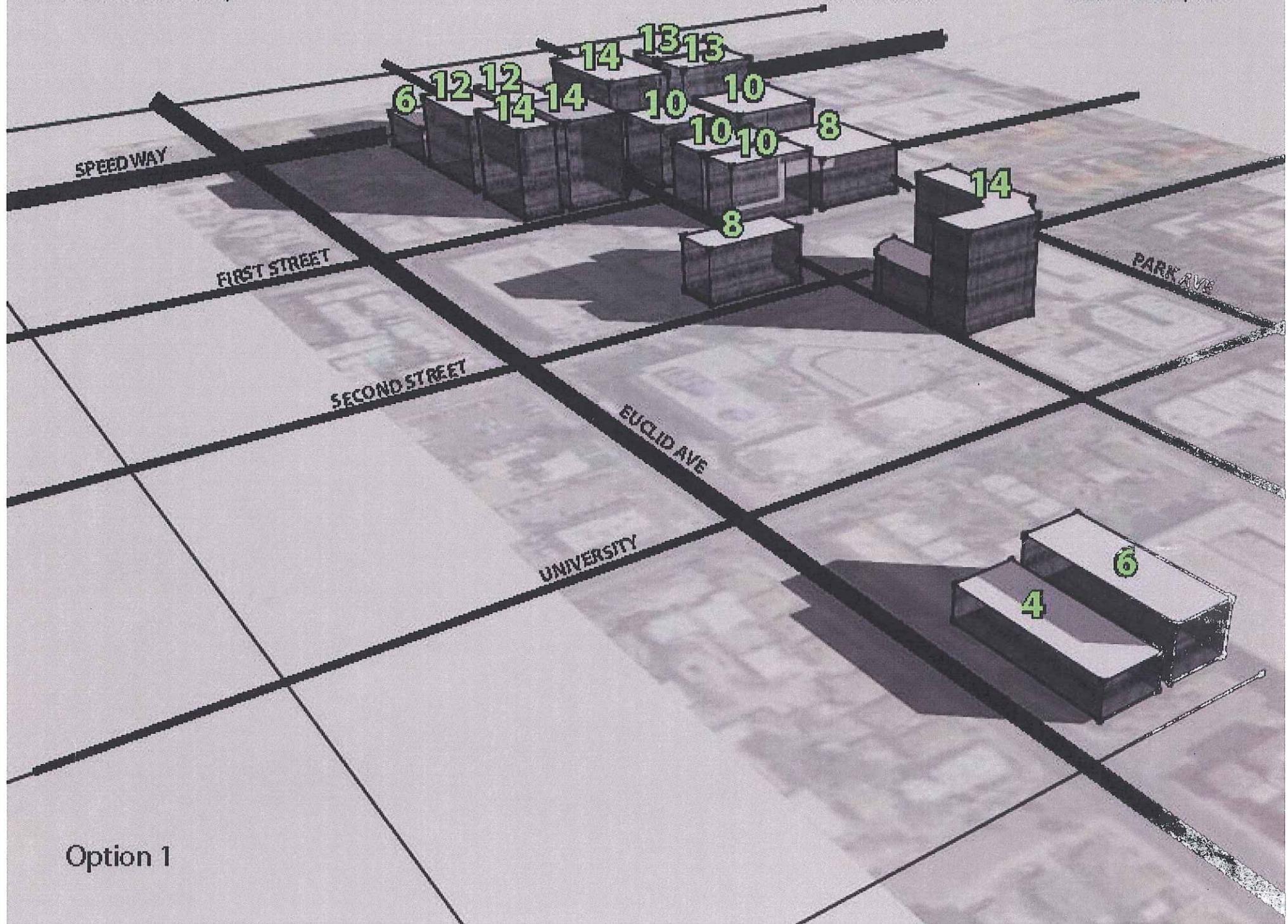
Ford N. Burkhart, homeowner

Ford Burkhart, 604 East First Street, Tucson, Arizona 85705  
520 591-7410 cell

# Shadow Study

Winter Solstice

December 21 st, 9am

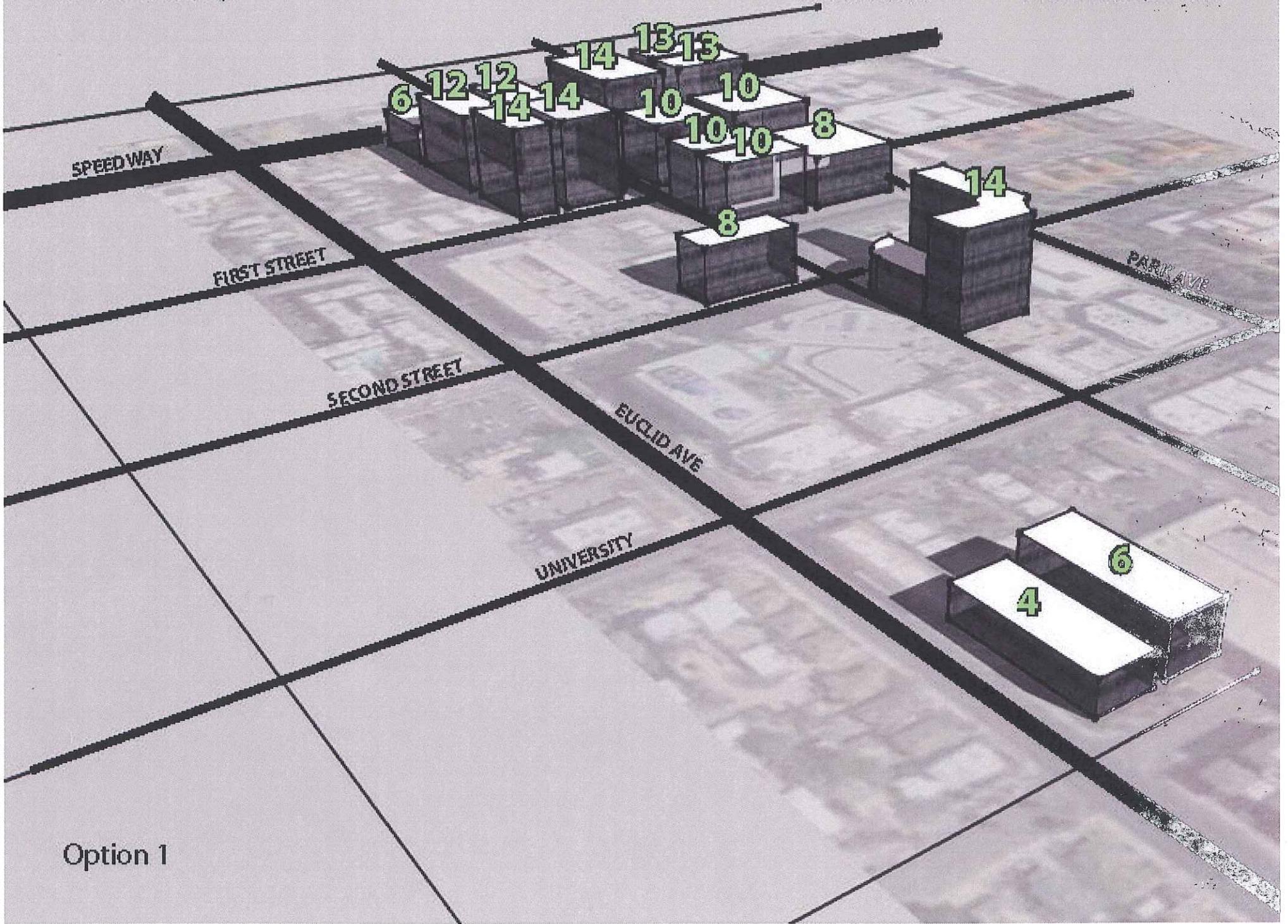


Option 1

# Shadow Study

Winter Solstice

December 21st, 11:30am

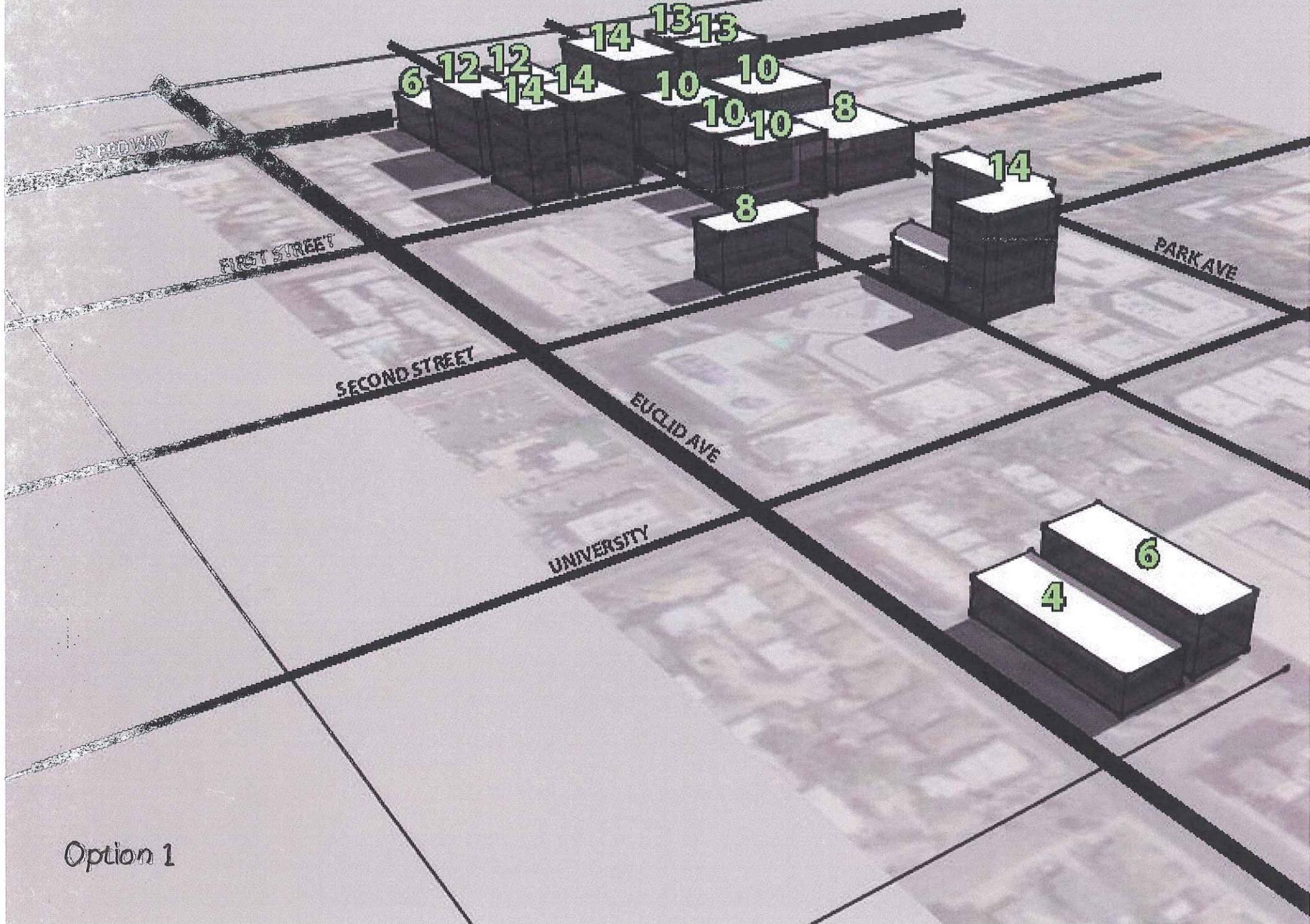


Option 1

Option 1  
Shadow Study

Summer Solstice

June 21st, 9am

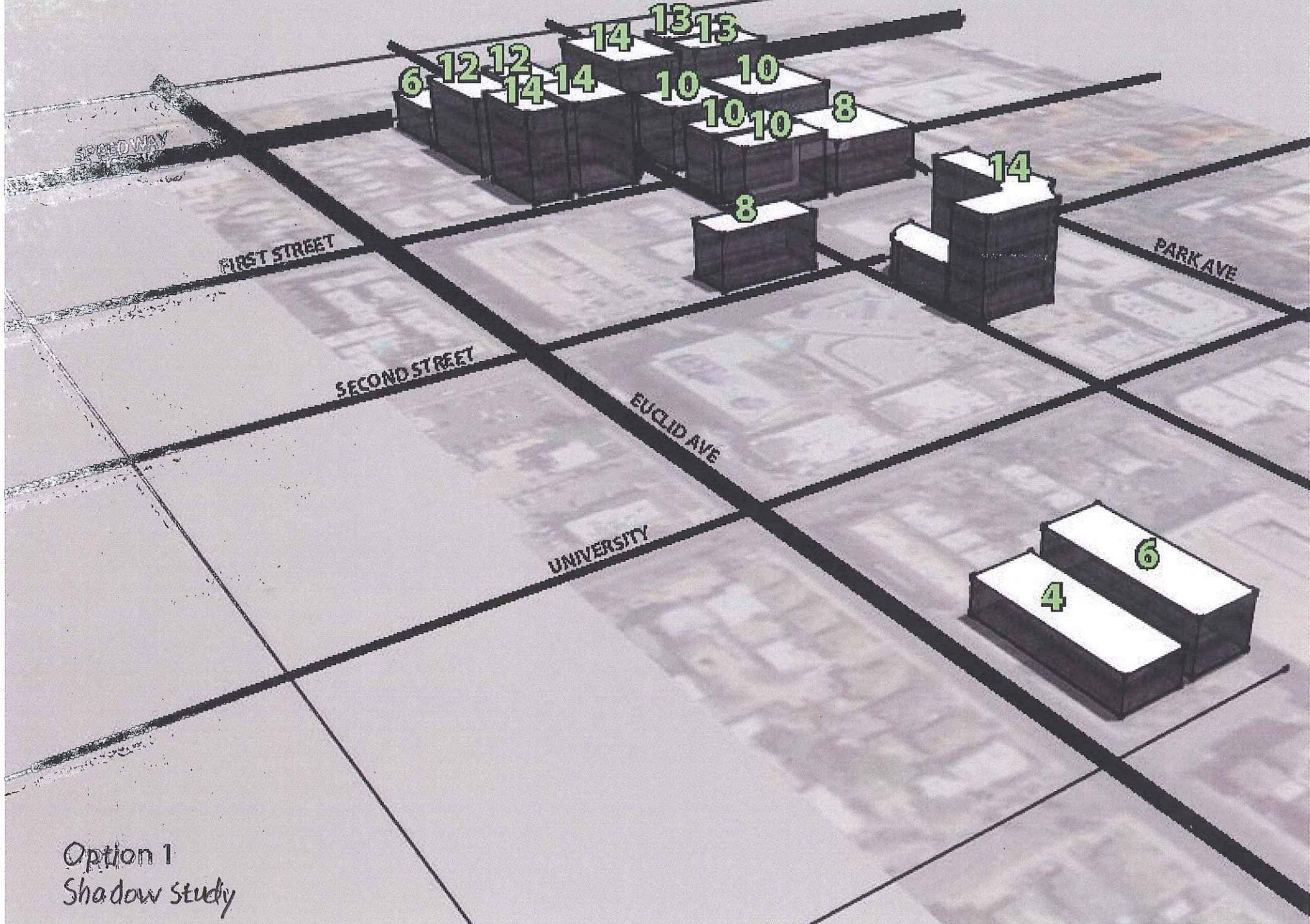


Option 1

Option 1  
Shadow Study

Summer Solstice

June 21st, 11:30am



Option 1  
Shadow Study

# Shadow Study

Winter Solstice

December 21st, 9am

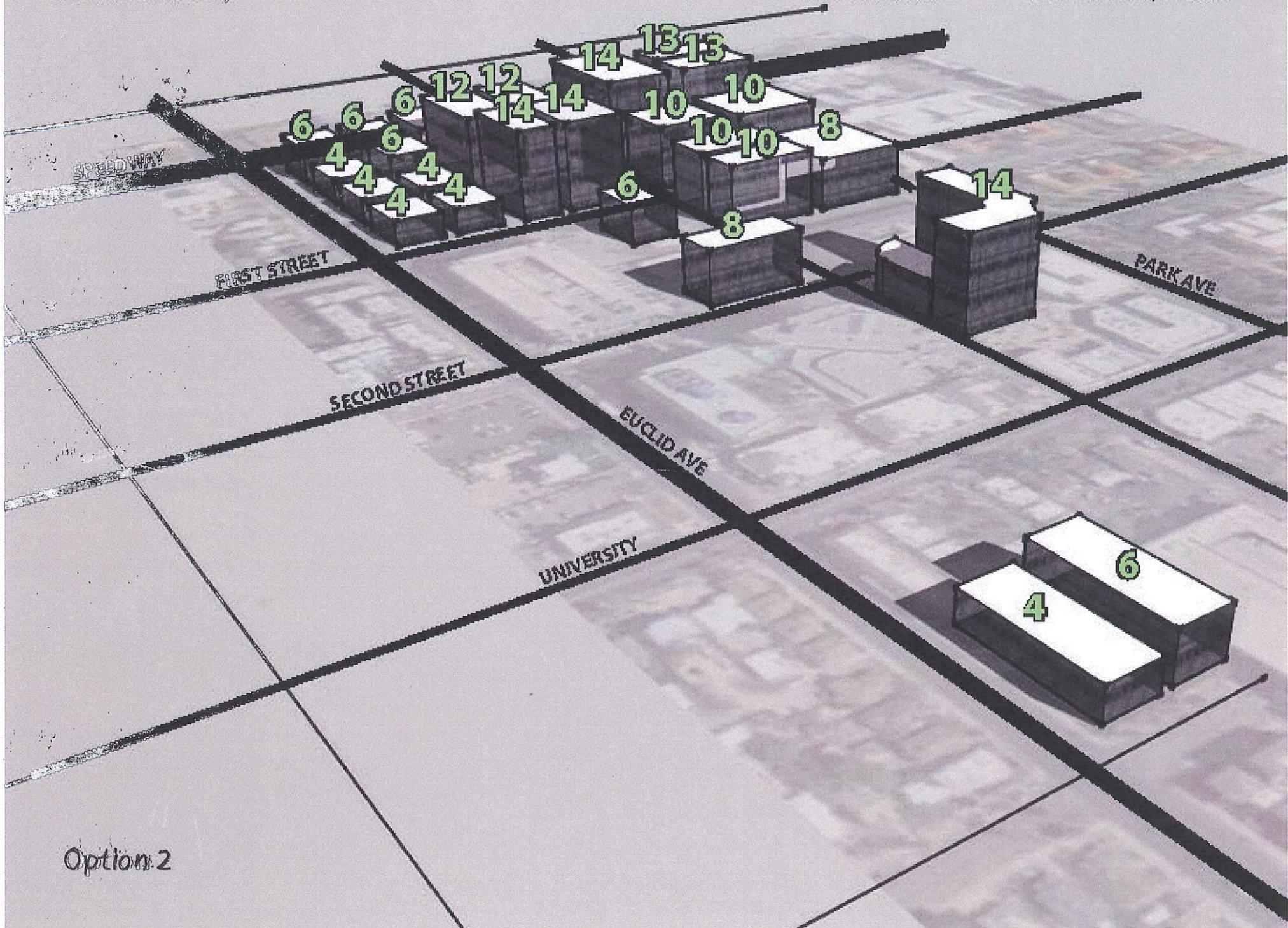


Option 2

Option 2  
Shadow Study

Winter Solstice

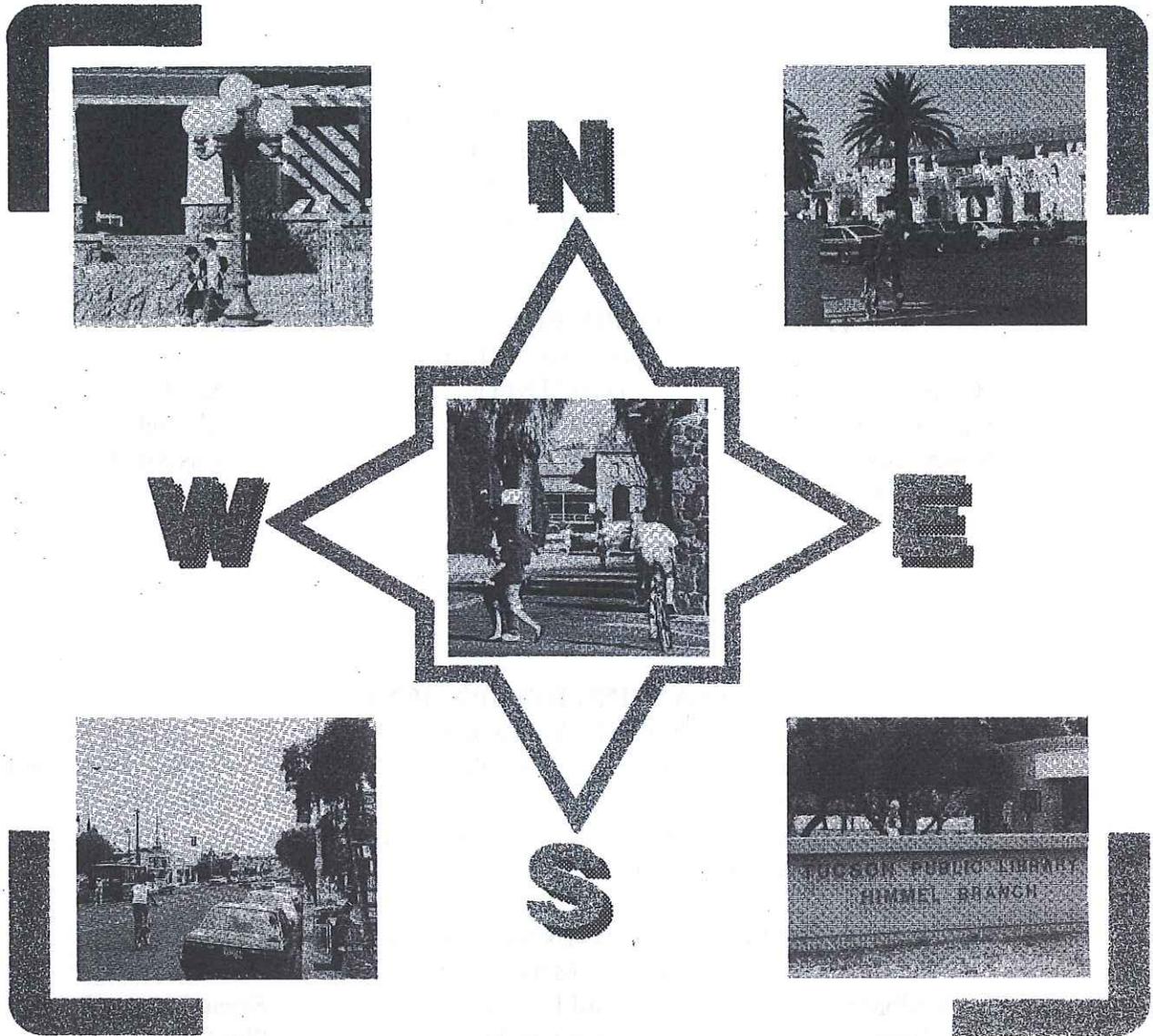
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Option 2



# U·N·I·V·E·R·S·I·T·Y



# A·R·E·A·P·L·A·N

**ADOPTED BY THE  
MAYOR AND COUNCIL  
MAY 8, 1989  
RESOLUTION NO. 14889**

planning  
department  
City of Tucson, Arizona

## UNIVERSITY AREA PLAN

Prepared by the City of Tucson Planning Department  
May 8, 1989

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Special thanks to David Duffy and Bruce Wright from the University of Arizona, and Tony Paez and Benny Young from the City of Tucson Department of Transportation for their input and assistance.

## UNIVERSITY AREA PLAN

**CITY OF TUCSON  
PLANNING DEPARTMENT**

**May 8, 1989**

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**Mayor and Council**

**May 8, 1989 - Resolution #14889 (Adoption)**

**June 10, 1991 - Resolution #15693 (Amendment)**

**February 24, 2003 - Resolution #19520 (Amendment)**

**HEARINGS**

~~Mayor and Council - May 8, 1989~~

~~June 10, 1991~~

~~February 24, 2003~~

~~Citizens Advisory Planning Committee - April 12, 1989~~

~~May 1, 1991~~

~~Planning Commission - January 8, 2003~~

**Citizen's Advisory Planning Committee**

April 12, 1989

May 1, 1991

**Planning Commission**

January 8, 2003

[November 2, 2011](#)

# UNIVERSITY AREA PLAN

## TABLE OF CONTENTS (page numbering may change)

Introduction .....	1
Section 1: Overall Goals of the <i>University Area Plan</i> .....	5
Section 2: Neighborhood Conservation/Historic Preservation .....	7
Section 3: Land Use and Development .....	9
3.A: General Policies .....	9
3.B: New Residential Development.....	10
3.C: Office/Commercial Development .....	11
3.D: Mixed-Use Development.....	14
3.E: Industrial Development .....	14
3.F: Public/Semi Public Development.....	17
Section 4: Transportation .....	19
Section 5: Environment.....	22
Section 6: Public Services.....	23
Section 7: University of Arizona .....	23
Section 8: General Design Guidelines .....	27
Section 9: Defensible Space Guidelines .....	31
Section 10: Definitions .....	33

### MAPS

Map 1. University Area and Vicinity .....	2
Map 2. General Land Use.....	3
Map 3. Neighborhoods and Historic Districts.....	6
Map 4. Pedestrian Commercial Districts.....	8
Map 5. Industrial Districts and Zoning .....	16
Map 6. Major Streets .....	18
Map 7. Alternate Modes Transportation Routes.....	21
Map 8. University of Arizona <i>Campus Plan Area</i> .....	25

### FIGURES

Figure 1. Perimeter Greenbelt Concept.....	26
Figure 2. Complement Surrounding Development.....	27
Figure 3. Reflect Neighborhood Character .....	27
Figure 4. Buffer Adjacent Uses.....	28
Figure 5. Respect Historic Development.....	28
Figure 6. Preserve Residential Privacy .....	29
Figure 7. Utilize Fine-grained Design Elements.....	30
Figure 8. Territorial Space .....	31
Figure 9. Assigned Open Space .....	32

## INTRODUCTION

### Location

The *University Area* is centrally located in the developed portion of metropolitan Tucson (Map 1), bounded by Broadway Boulevard on the south, Country Club Road on the east, Grant Road on the north, Stone Avenue on the west, and Toole Avenue on the southwest. The 5.17 square mile plan area includes eleven registered neighborhoods and several pedestrian ~~commercial~~ districts surrounding the main campus of the University of Arizona (UA).

**Important Note:** In accordance with State law, ~~University of Arizona UA~~ property is not subject to City of Tucson jurisdiction, if used for government purposes. UA campus development is guided through the policies of the *Comprehensive Campus Plan*, adopted and administered by the ~~University of Arizona UA~~. In order to distinguish the City's adopted area plan from the University's adopted *Campus Plan*, references to the City of Tucson *University Area* and *University Area Plan* will be noted in *italics*.

### Character

The *University Area* is rich and diverse in character, offering a unique blend of housing and lifestyle options, educational and cultural amenities, and pedestrian-oriented commercial services. The special qualities of the *University Area* are built on a foundation of individual neighborhoods and commercial districts closely linked to the activity and development of the University of Arizona.

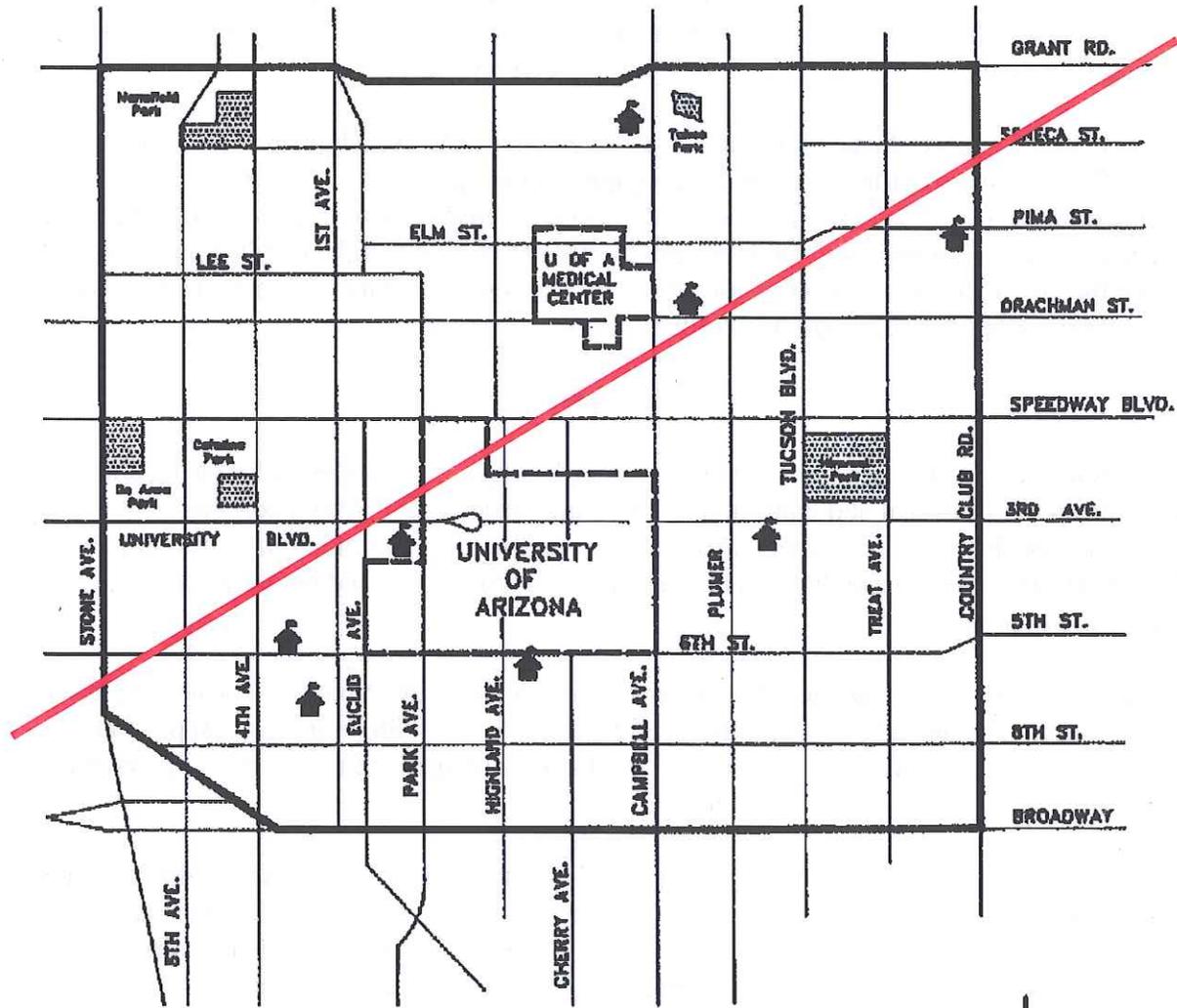
Demographic and housing characteristics in the *University Area* are strongly influenced by the large population of students (over 30,000) attending the UA. In 1988, more than 50 percent of all *University Area* residents were between 20 and 44 years of age, and more than 50 percent of all *University Area* residents rented their homes.

Land uses in the *University Area* (Map 2) have developed around a square mile "gridiron" system of major streets surrounding low-density residential subdivisions. Over time, intensified development in the UA campus vicinity has resulted in the establishment of the University of Arizona regional activity center, a relatively compact area of residential, commercial, educational, and recreational uses.

Neighborhoods which surround the UA activity center (Map 3) have retained their historic charm and residential vitality. These neighborhoods, in combination with historic landmarks such as the University's Old Main Building, and pedestrian-oriented commercial districts such as Fourth Avenue, serve to enrich the spirit of place which characterizes the *University Area*.

# UNIVERSITY AREA PLAN

## Map 1: University Area



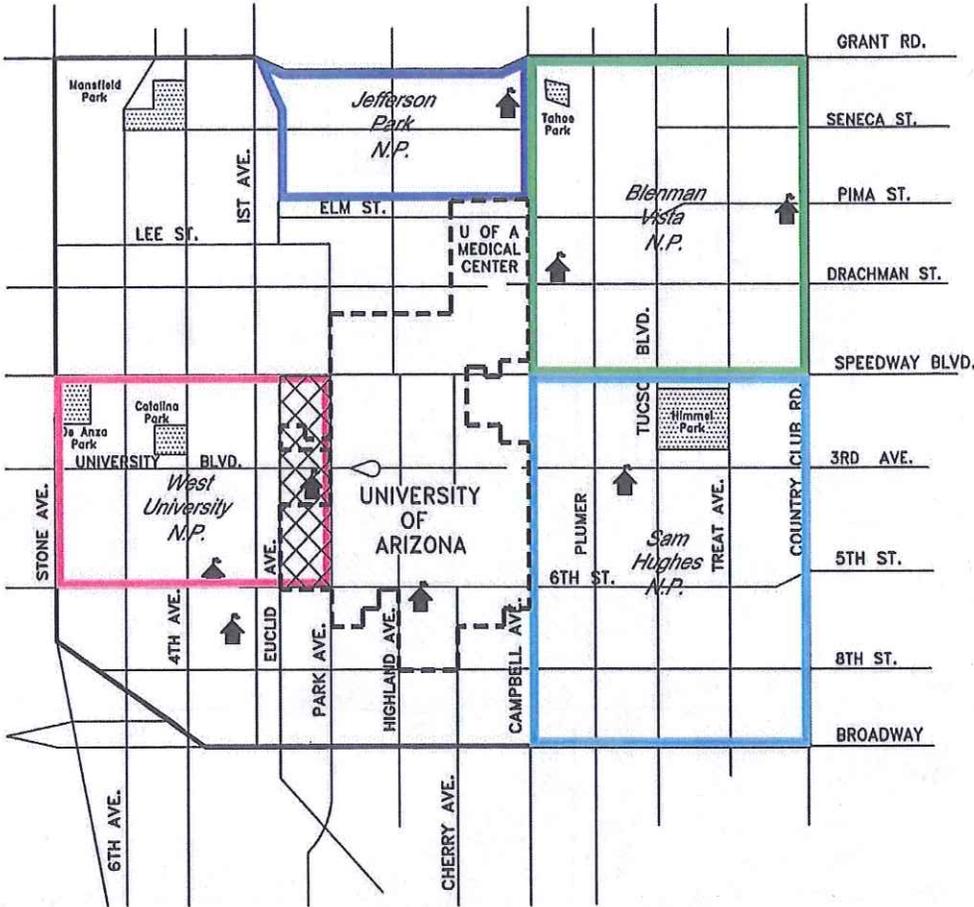
### Legend

-  Plan Area Boundary
-  University of Arizona
-  Schools



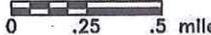
# UNIVERSITY AREA PLAN

## Map 1: University Area



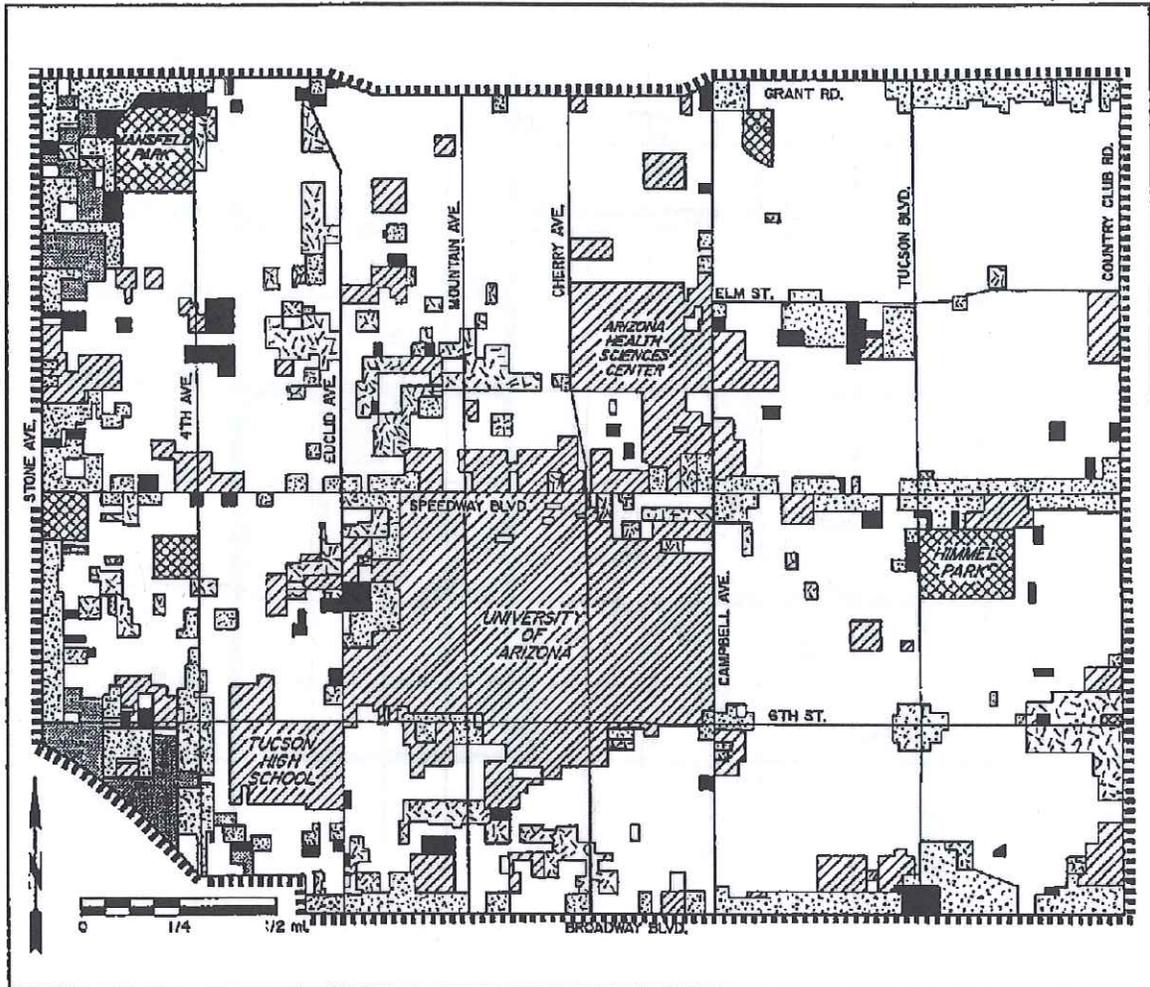
### Legend

-  West University Transition Area
-  Plan Area Boundary
-  U of A Campus Planning Area
-  Schools



# UNIVERSITY AREA PLAN

## Map 2: General Land Use



### Legend

-  Low/Medium Density Residential
-  Moderate/High Density Residential
-  Public/Institutional
-  Industrial
-  Parks/Open Space
-  Office/Commercial
-  Vacant

Note: Land use on University of Arizona Property is guided by the policies of the UA Comprehensive Campus Plan adopted by the Arizona Board of Regents in 1988

### History

The [University of Arizona UA](#) was founded in 1885 as Arizona's first and only land grant college. Following the establishment of the UA campus and the extension of a trolley line east of Downtown Tucson, residential neighborhoods began to develop and eventually surround the original campus site. As the UA campus developed, so did the need for additional land to serve a growing student population. Extensive University land acquisition in the 1960's and 1970's resulted in the establishment of the University Medical Center and McKale Arena as well as the loss of numerous residences from the surrounding neighborhoods.

In 1980, the Mayor and City Council adopted the *University District Plan* to guide land use in the neighborhoods surrounding the UA campus. Between 1980 and 1988, City of Tucson neighborhood plans were adopted for the West University, Sam Hughes, and Blenman-Vista neighborhoods, and a portion of the West University neighborhood was granted historic zoning status under the City's Historic District and Landmark Zone Ordinance. During the same period, National Historic Districts were established in the Iron Horse Expansion Neighborhood and portions of the West University Neighborhood and University of Arizona campus.

Shortly following the adoption of the *University District Plan*, the University of Arizona began to lay the groundwork for the establishment of their own plan to guide the long-term development of the campus within a defined planning area. The *Comprehensive Campus Plan* was adopted by the Arizona Board of Regents in 1988 with substantial input from neighborhood residents and the general public. In addition to providing an organized framework for land use and transportation system development, the *Campus Plan* includes measures designed to improve compatibility between the UA and the surrounding neighborhoods of the University Area. [The Campus Plan was most recently updated in 2009.](#)

The City of Tucson's 1989 *University Area Plan* is the logical extension of the 1980 *University District Plan*, which sought to "maintain the neighborhoods in the University District as healthy residential areas". Since 1980, numerous changes have taken place within the plan area. These include residential infill projects, major street development, and the adoption of the *Comprehensive Campus Plan* by the University of Arizona.

Currently, UA campus development is continuing under the guidance of the *Campus Plan*. A number of University Area neighborhoods have matured to the point where many properties are now eligible for historic designation at the national or local levels. Strong gains have been made in the preservation and enhancement of the University Area's historic development and vitality, often through the innovative combination of public, private, and neighborhood efforts. Perhaps most importantly, planning policy based on organized citizen involvement is now recognized as an essential tool for guiding both public and private development in the community.

## Purpose

The City of Tucson's *University Area Plan* has been established for an area **surrounding but not including** the main campus of the University of Arizona. Land use and development on UA property is guided by the policies of the University's *Comprehensive Campus Plan*, adopted by the Arizona Board of Regents in 1988, and most recently updated in 2009.

The *University Area Plan* recognizes the importance of the *Comprehensive Campus Plan*, and seeks to enhance coordination between the policies of the two plans in the best interests of University Area neighborhoods and the community of Tucson.

The *University Area Plan* provides general guidance for (non-campus) land uses throughout the University Area, while three adopted neighborhood plans (*West University*, *Blenman-Vista*, and *Sam Hughes*) offer more specific direction for land use in each respective neighborhood (Map 3). While the policies of the *University Area Plan* and the three neighborhood plans are intended to work together, ~~in cases of policy contradiction or inconsistency the policies of the neighborhood plan shall apply.~~ the neighborhood plans will be controlling where they provide more specific policy direction than the *University Area Plan*.

The *University Area Plan* will play a key role in the review of new development in the University Area. The Mayor and City Council will make decisions on specific land use proposals based on the direction established by the *University Area Plan*, adopted neighborhood plans, and the professional recommendations of City staff, as well as input from the **Citizen's Advisory Planning Commission Committee**, registered neighborhood associations, and the general public.

### Adopted Policies and Recommendations

#### SECTION 1: OVERALL GOALS OF THE *UNIVERSITY AREA PLAN*

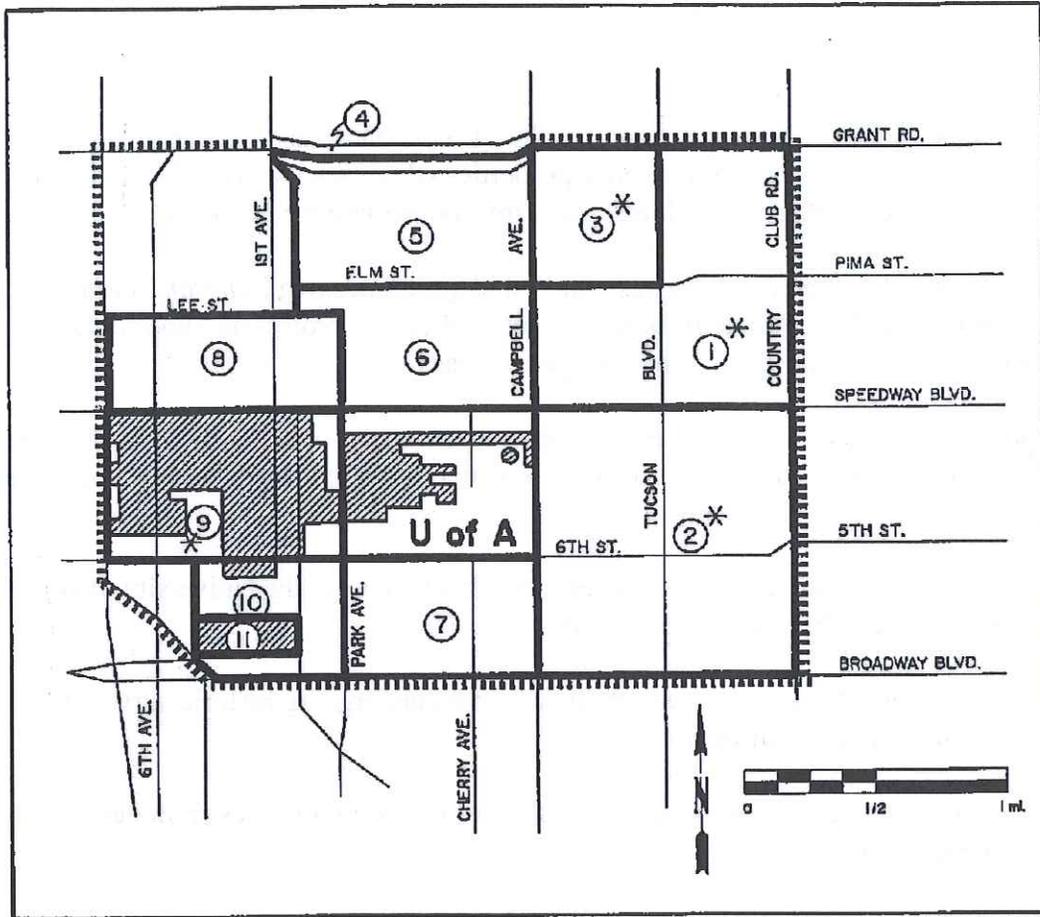
1. Recognize distinct neighborhoods in the University Area, and support those changes which protect and enhance the character, identity, and residential quality of life in these neighborhoods.
2. Promote cooperation between neighborhoods, private developers, the City of Tucson, and the UA to ensure that new development is sensitive to local neighborhood concerns and supportive of adopted city-wide policies.
3. Recognize the nature and potential of the University and its immediate surroundings as a relatively compact, pedestrian-oriented regional activity center, and work to strengthen the identity and quality of this area consistent with city-wide and neighborhood goals (*City of Tucson General Plan\**, ~~CP Section 2, Policy 5~~).

---

\* *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.

# UNIVERSITY AREA PLAN

## Map 3: Neighborhoods and Historic Districts



Registered Neighborhoods: (City of Tucson Citizen Participation Office)

### Legend

- |   |                  |   |                            |
|---|------------------|---|----------------------------|
| ① | Blenman-Elm *    | ⑧   | Northwest University       |
| ② | Sam Hughes *     | ⑨   | West University *          |
| ③ | Catalina Vista * | ⑩   | Pie Allen                  |
| ④ | Grant Road       | ⑪   | Iron Horse                 |
| ⑤ | Jefferson Park   | *   | Adopted Neighborhood Plan  |
| ⑥ | North University |  | National Historic District |
| ⑦ | Rincon Heights   |   |                            |

## SECTION 2: NEIGHBORHOOD CONSERVATION/HISTORIC PRESERVATION

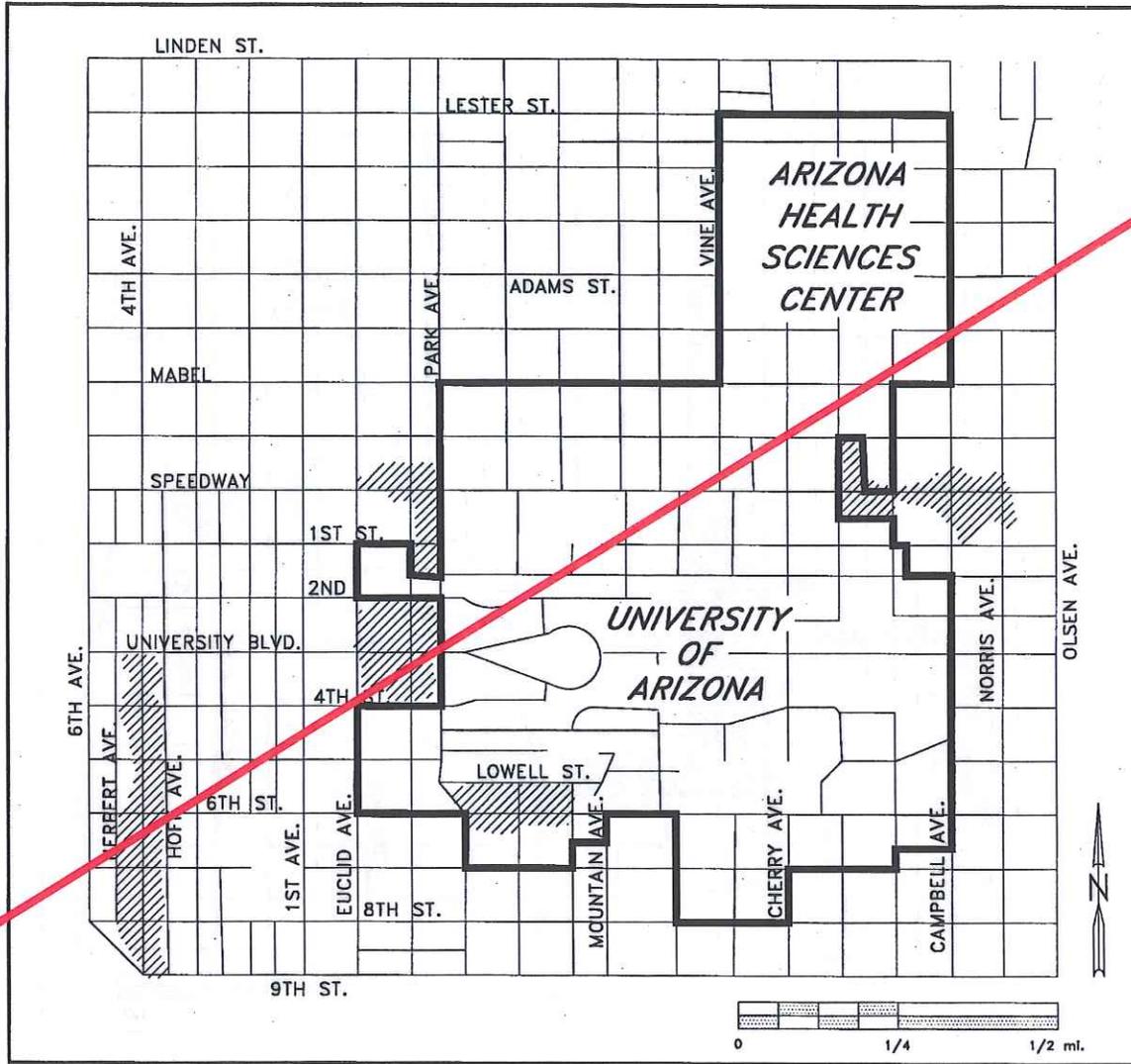
Goal: Preserve and enhance the historic character and residential quality of life in University Area neighborhoods.

### Policies:

1. Utilize the City's Historic District and Landmark Zone Ordinance to designate and protect local historic resources, including those properties which are listed on the National Register of Historic Places and those which may be eligible for historic designation.
2. Utilize the City's adopted ordinances, plans, and guidelines (e.g., *Tucson Zoning Code*, *University Area Plan*, *Roadway Development Policies*) to protect neighborhood perimeters from the intrusion of noncompatible uses.
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.
4. Support new cooperative efforts between the City of Tucson, the University of Arizona, and registered neighborhood associations to:
  - 4.1 Encourage the preservation of all properties undergoing historic survey until final eligibility is determined;
  - 4.2 Protect designated and potentially eligible historic properties from demolition or neglect; and
  - 4.3 Assist in the relocation of displaced neighborhood commercial services to pedestrian **commercial** districts (Map 4) and other appropriate locations within the University Area.
  - 4.4 Achieve the objectives of the above policies (4.1 - 4.3) through the continued revision of City Codes, and through the establishment of rehabilitation funds, preservation easements, and revolving loan programs.
5. Work to ensure the timely implementation of approved development projects so as to minimize disruption to neighborhood residents and businesses.
6. Recommend against the granting of parking variances which may produce unacceptable levels of on-street parking, noise, or through-traffic in residential areas (see Transportation Policies, Section 4).

# UNIVERSITY AREA PLAN

## Map 4: Pedestrian Commercial Districts



### Legend



Pedestrian Commercial District

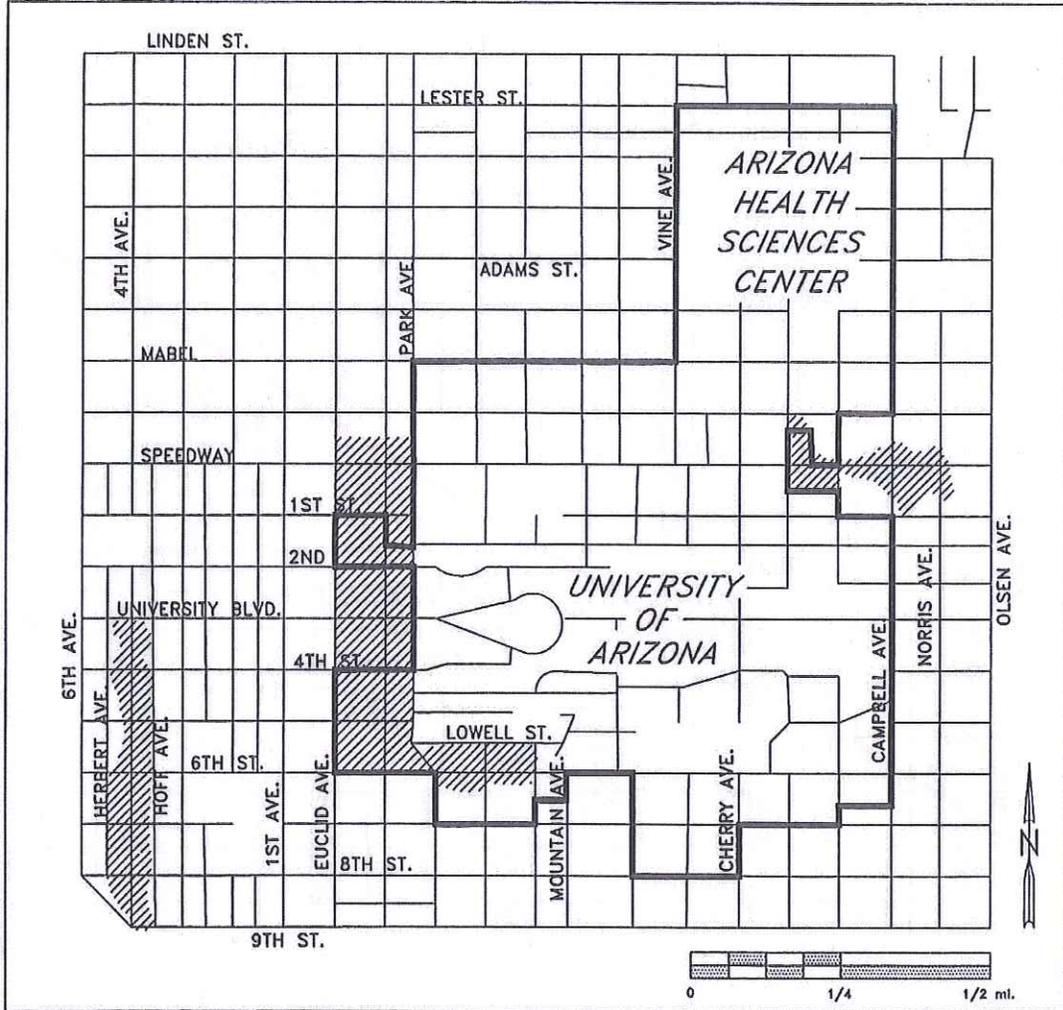


University of Arizona Campus Planning Area

2-97

# University Area Plan

## Map 4: Pedestrian Districts



### Legend



Pedestrian District



University of Arizona Campus Planning Area

10-11

SECTION 3: LAND USE AND DEVELOPMENT

Goal: Support new development which serves to enhance the character and quality of University Area neighborhoods.

SECTION 3.A: GENERAL POLICIES:

1. Strongly encourage the development of vacant property throughout the University Area to complement the existing scale, character, and identity of the surrounding neighborhood.
2. Encourage the retention of contributing historic buildings and viable residential structures by including them as integral components of new development.
3. Support new development on the perimeter of residential areas which serves to protect and enhance the quality of life for neighborhood residents.
4. Demonstrate sensitivity to surrounding uses in the design, location, orientation, landscaping, screening, and transportation planning of new development, as outlined in the General Design Guidelines (Section 8).
5. Utilize Defensible Space Guidelines (Section 9) in the design of new development.
6. Builders and developers of proposed projects which require City of Tucson rezoning approval are encouraged to consult in the early stages of project planning with representatives of neighborhood associations registered with the City of Tucson Citizen Participation Office:
  - 6.1 The City of Tucson shall provide public and neighborhood notification of rezonings and other land use changes in compliance with adopted standards and procedures.
  - 6.2 Developers are strongly encouraged to notify and offer to meet with neighborhood associations and residents within 300 feet of a proposed development site in the early stages of rezoning case review to provide a summary of the proposed project.
  - 6.3 In rezoning cases where specific traffic impacts from new development are uncertain, a developer-funded traffic impact study may be required at the discretion and approval of the City of Tucson Traffic Engineer.
7. Encourage the City of Tucson Citizen Participation Office to explore the use of public access cable television, supplemental newspaper advertising, and other means to provide additional early public notice of proposed development projects.

## SECTION 3.B: NEW RESIDENTIAL DEVELOPMENT

Subgoal: Support new residential development which provides a wide range of housing types to meet the diverse needs of University Area residents while serving to enhance the stability of neighborhoods and schools.

Policies:

1. Except in the West University Transition Area, ~~E~~ncourage residential infill which is compatible with neighborhood scale, density, and character, as outlined in the General Design Guidelines.
2. Under the guidance of the General Design Guidelines, provide for residential development in appropriate locations:
  - 2.1 Low density (1-6 units per acre) residential development is appropriate in the interior of established single-family residential areas.
  - 2.2 Except in the West University Transition Area, ~~M~~edium density (7-14 units per 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 and vehicular traffic is directed away from the interior of low density residential areas.
  - 2.3 Except in the West University Transition Area, ~~H~~igh density (15 or more units per acre) residential development is appropriate in conformance with the ~~RCP FLD~~ provision of the *Zoning Code*, or in conformance with the following criteria:
    - 2.3.1 The site is surrounded by predominantly medium/high density residential or nonresidential development;
    - 2.3.2 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of low density residential areas;
    - 2.3.3 Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas; and
    - 2.3.4 Where appropriate, development includes integrated neighborhood commercial services (e.g., grocery market, cafe, florist) oriented to a local pedestrian clientele (see Mixed Use Development Policies, Section 3.D).
  - 2.4 Support new residential development in the West University Transition Area in accordance with the policy direction provided in the West University Neighborhood Plan.

3. Explore the provision of incentives to encourage compatible residential infill development. Such measures may include fee waivers and tax credits for new residential development, while avoiding the use of "density bonus" provisions, except in conformance with the ~~RCP~~ FLD provision of the *Zoning Land Use Code*.

### SECTION 3.C: OFFICE/COMMERCIAL DEVELOPMENT

Subgoal: Support the development of new commercial and office activities which complement the scale and character of neighborhoods and commercial districts in the University Area.

#### 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:

- Speedway/Campbell
- Sixth Street, Park to Santa Rita
- Fourth Avenue Shopping District
- Park/Speedway
- ~~University Blvd./Tyndall (University Main Gate)~~ West University Transition Area

Note: Pedestrian ~~Commercial~~ Districts are illustrated on Map 4.

2. Support the development of concentrated centers of pedestrian-oriented commercial/office activity through the following means:
  - 2.1 Discourage the establishment or extension of strip commercial development (~~CP Section 2, Policy 7.B~~).
  - 2.2 Recommend against rezonings or changes in development plans which include new drive-through facilities.
  - 2.3 Encourage the consolidation of adjacent development parcels in order to provide integrated circulation and access while reducing the number of vehicular curb cuts along the street.
  - 2.4 Encourage the establishment of a well-defined pedestrian system linking adjacent uses, secure bicycle parking areas, and convenient access to transit facilities, as integral components of new office/commercial development.

3. Consider the special characteristics of individual neighborhoods and adopted neighborhood plan policy in the review of rezoning cases involving the conversion of residential uses to nonresidential uses. Characteristics to be evaluated include:

- adjacent uses and zoning
- existing land use patterns
- traffic, noise, and visual impacts of the proposed development
- historic significance and physical condition of structure(s)
- viability of continued residential use

- 3.1 Consider the conversion of residential uses on arterial streets to residentially-scaled office uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3.
- 3.2 Consider the conversion of residential uses on arterial streets to commercial uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3, and in conformance with the following criteria:
  - 3.2.1 Adjacent uses and zoning are commercial;
  - 3.2.2 Sufficient lot depth exists to provide adequate buffering, landscaping, and on-site circulation and parking in compliance with City of Tucson standards; and
  - 3.2.3 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas.
- 3.3 Recommend against the conversion to nonresidential use of residentially-zoned properties abutting ~~any "commuter arterial street" as classified in the Major Streets and Routes Plan (MS&R Policy 2.C.6, Fifth-Sixth Street)~~, except as provided for in adopted neighborhood plans.
- 3.4 Consider the conversion of residential to commercial uses on Park Avenue in the Speedway/ Pedestrian ~~Commercial~~ District under the guidance of the General Design Guidelines (Section 8), through the analysis of the characteristics outlined in Office/Commercial Development Policy 3 and in conformance with the following criteria:
  - 3.4.1 The proposed site design provides well-defined pedestrian and bicycle access and demonstrates that the proposed commercial use serves the surrounding University community.

3.4.2 The proposed site design is sensitive to adjacent residential uses in terms of screening, landscaping, access and traffic circulation.

3.4.3 Vehicular access is provided only to Park Avenue.

(June 10, 1991, Resolution #15693, UAP, Office/Commercial Policy 3.4)

3.5 Consider the conversion of residential uses to parking on 422 and 428 North Martin, in order to provide parking for commercial uses located northeast of the amendment site, on 6<sup>th</sup> Street between Martin Avenue and Campbell Avenue. Development is to be consistent with *University Area Plan* General Design Guidelines (Section 8), Office/Commercial Policy 3, the direction of the *University Campus Plan*, and the following criteria:

3.5.1 Primary vehicular access is oriented towards the arterial.

3.5.2 Development includes pedestrian access throughout the site, including landscaping of pedestrian facilities.

3.5.3 University input and comment is provided as a part of any rezoning submittal.

3.5.4 A narrow intense vegetative buffer is placed on the south side of the parking lot.

(February 24, 2003, Resolution #19520, UAP, Office/Commercial Policy 3.5)

APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
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DATE: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_



APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

### SECTION 3.D: MIXED USE DEVELOPMENT

Subgoal: Support carefully designed and located mixed use development as a viable means to integrate housing, employment, shopping, and related activities in a relatively compact pedestrian-oriented area, consistent with regional activity center policy (~~CP Section 11, Policy 5~~ General Plan, Element 2, Policy 6.13).

#### Policy:

Support the careful integration of residential and nonresidential development in areas which are predominantly high density residential or nonresidential, under the guidance of the General Design Guidelines (Section 8) and in conformance with the following criteria:

1. Except in the West University Transition Area, ~~V~~vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas;
2. Commercial activity is located at the street level, and is connected to the public sidewalk system;
3. Tenant mix offers goods and services oriented to local residents and compatible with the neighborhood; and
4. Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas.

### SECTION 3.E: INDUSTRIAL DEVELOPMENT

Subgoal: Support the maintenance and development of light industrial, commercial, and mixed use development in identified districts as permitted by current zoning.

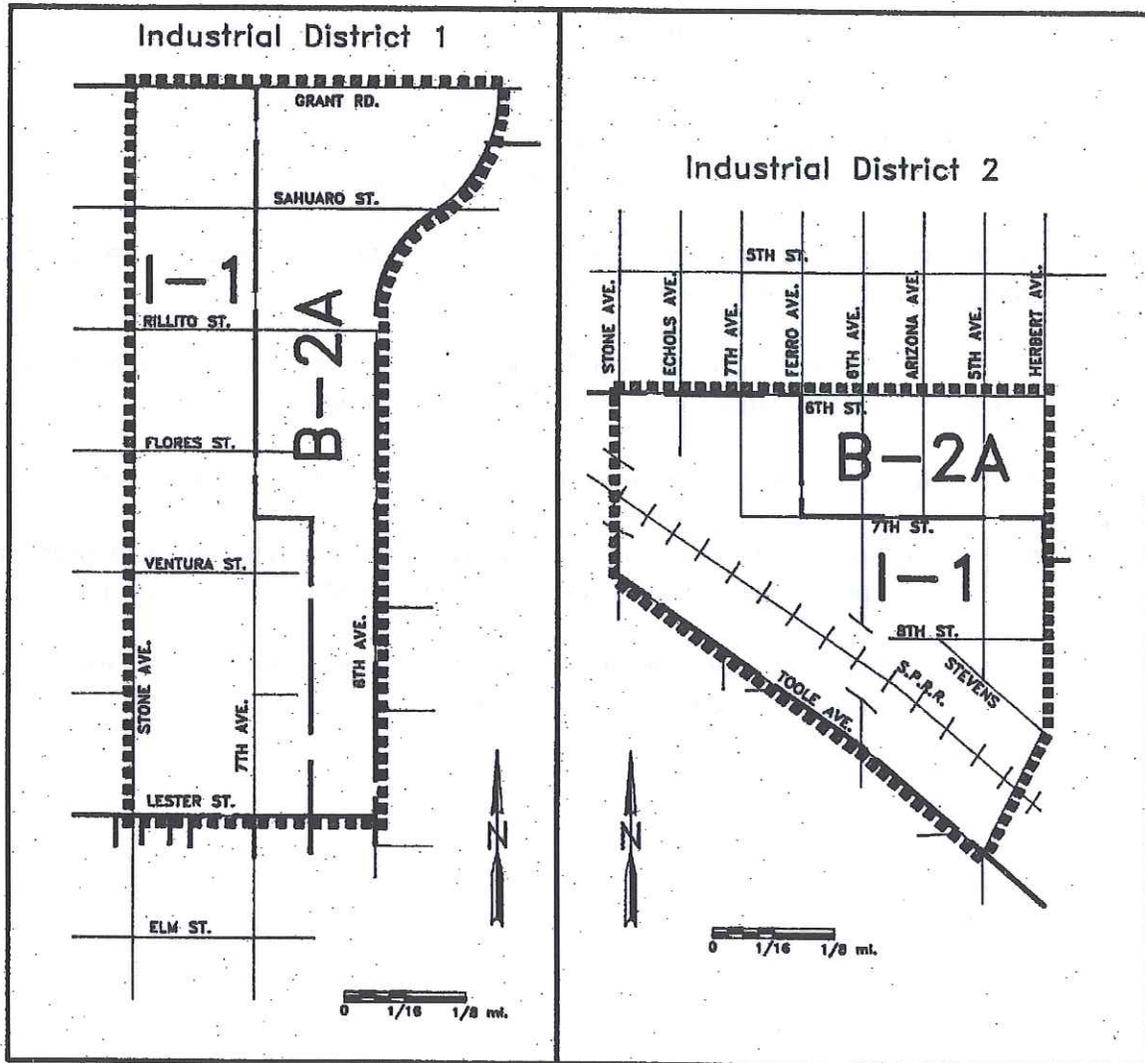
#### Policies:

1. Recognize two established districts of predominantly commercial/industrial use in the University Area (Map 5), and encourage the upgrading and sensitive redevelopment of these areas:
  - 1.1 Industrial District 1 is bounded by Lester Street, Stone Avenue, Sixth Avenue, and Grant Road. Support the development and upgrading of commercial and light industrial uses as permitted by current zoning and under the guidance of the General Design Guidelines (Section 8).

- 1.2 Industrial District 2 is bounded by Toole Avenue, Herbert Avenue, Stone Avenue, and Sixth Street. In conjunction with the development of the Tucson Arts District and Fourth Avenue Shopping District, encourage the establishment of artists housing and studio space and arts-related commercial/industrial uses in District 2.
2. Maintain existing commercial zoning (Map 5) for properties at the perimeter of industrial Districts 1 and 2 to provide a transitional buffer between industrial uses at the district core and residential uses in the surrounding neighborhoods.
3. Discourage rezonings to permit new industrial uses on land which is currently zoned for residential or commercial uses.
4. Encourage both new and existing industrial development in the University Area to comply with federal, state, and local guidelines ensuring that:
  - 4.1 Noise, fumes, lighting, and other negative impacts are not extended off-site;
  - 4.2 Any potentially noxious or hazardous materials, activity, and/or byproducts are separated from the environment in a safe and lawful manner; and
  - 4.3 Adequate pollution control and monitoring, emergency evacuation and containment procedures are established.

# UNIVERSITY AREA PLAN

## Map 5 : Industrial Districts and Zoning



### Legend

- Industrial District Boundary
- Zoning Boundary
- |—1
 Zoning Designation

7-89

SECTION 3.F: PUBLIC/SEMI-PUBLIC DEVELOPMENT

Subgoal: Recognize the important role of public and semi-public uses, and encourage the development of these uses in a manner which is compatible with the character and quality of University Area neighborhoods.



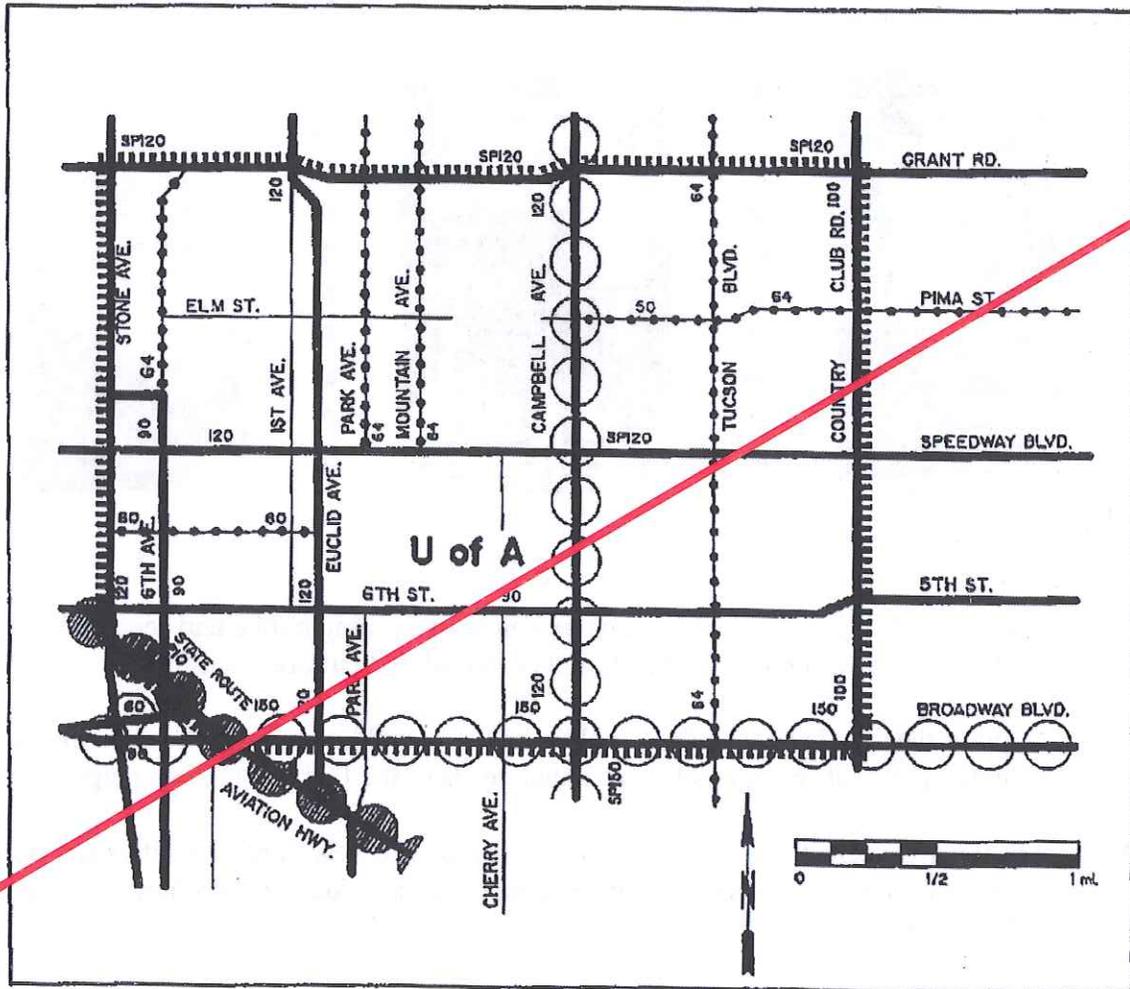
Policies:

1. Encourage the maintenance and enhancement of existing public and semi-public uses such as libraries, schools, parks, churches, social and cultural facilities.
2. Support the development of new public and semi-public uses which are compatible with the physical environment and social needs of the University Area neighborhoods.
3. Demonstrate sensitivity in the design and location of new public facilities and open spaces through the guidance of the General Design Guidelines (Section 8) and local neighborhood input.
4. Encourage public development which supports city-wide planning policy and complies with locally adopted ordinances and guidelines.
5. Support the inclusion of neighborhood amenities (e.g., useable open space, recreational facilities, public art) in the development of new public and semi-public facilities. Such amenities should be coordinated with input from local neighborhoods.

Note: See University of Arizona Policies 2 and 11 (Section 7).

# UNIVERSITY AREA PLAN

## Map 6: Major Streets



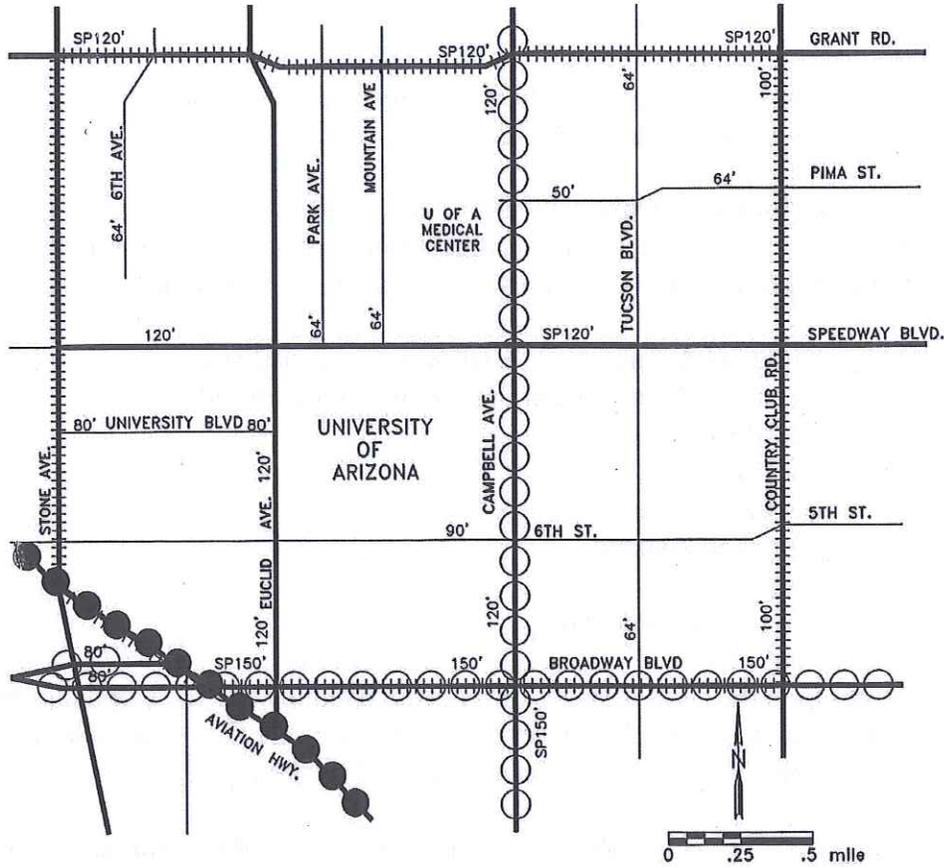
(From City of Tucson Major Streets and Routes Plan)

### Legend

-  Plan Boundary
-  Arterial Street
-  Collector Street
-  Gateway Route
-  Parkway
- 120 Required Future Right of Way (feet)

# UNIVERSITY AREA PLAN

## Map 6: Major Streets



(From City of Tucson Major Streets and Routes Plan)

### Legend

- ++++ Plan Boundary
- Arterial Street
- Collector Street
- ○ ○ Gateway Route
- ● ● Parkway
- 90' Required Future Right of Way (feet)

## SECTION 4: TRANSPORTATION

Goal: Encourage the development of a multi-modal transportation system which is sensitive to neighborhood and regional concerns.

### Policies:

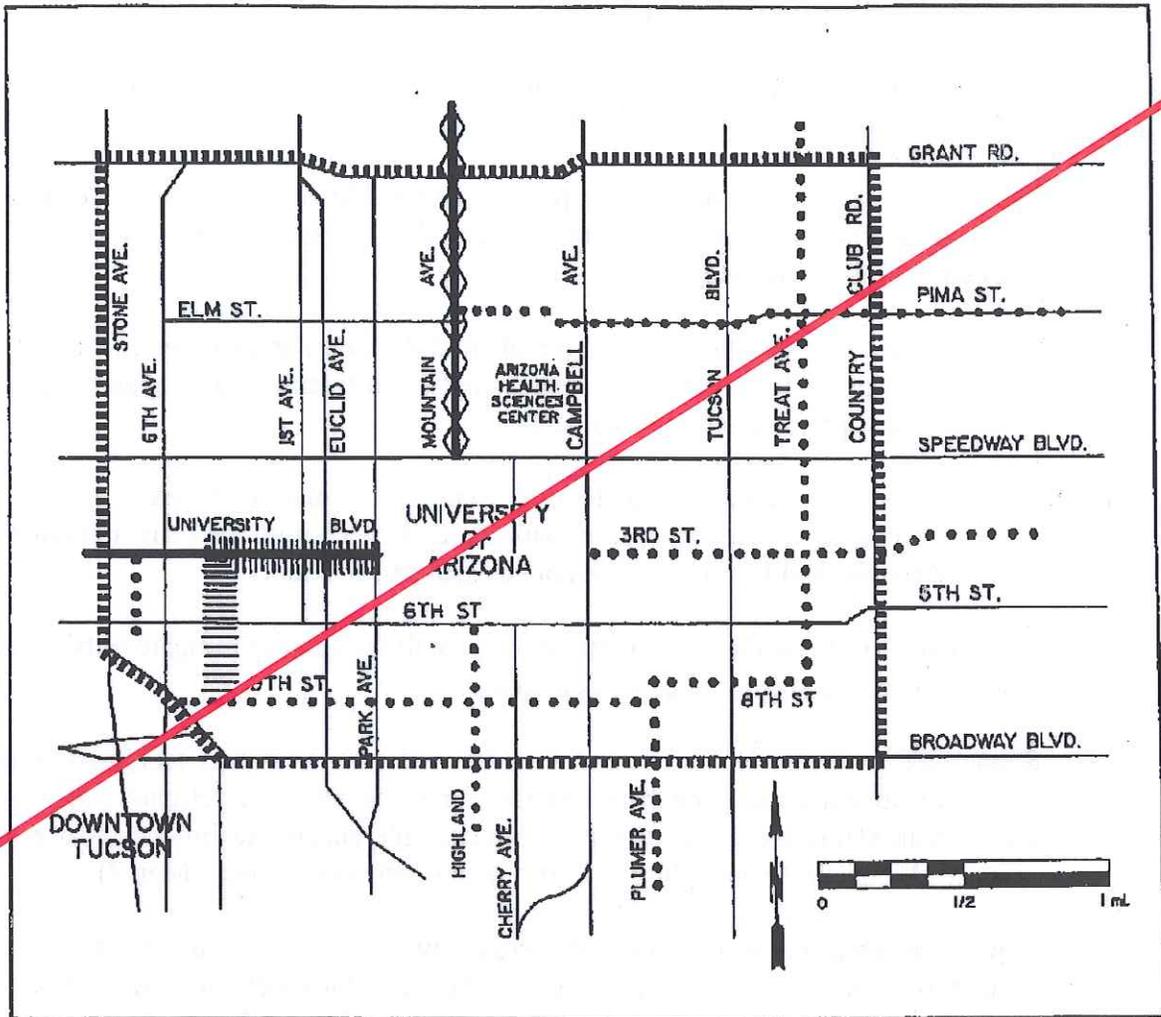
1. Ensure neighborhood participation in roadway project design through the adopted ordinances and policies of the City of Tucson.
2. Undertake joint City/University efforts to design and implement multi-modal streetscape designs and neighborhood buffer treatments for the following streets providing access to the University of Arizona regional activity center:
  - Highland Avenue from Sixth Street to Broadway
  - Mountain Avenue from Speedway to Grant Road
  - Speedway Boulevard
  - Park Avenue
  - Euclid Avenue
  - Campbell Avenue
  - Sixth Street
  - University Boulevard
3. Beginning in the earliest stages of roadway planning and development, ensure that the following actions are taken under the guidance of the City's adopted *Roadway Development Policies*, the *General Plan*, and public input:
  - 3.1 Inventory and evaluate the impacts of proposed roadway development on historic resources, neighborhood landmarks, pedestrian circulation and safety, noise levels, air quality, and other elements which determine residential quality of life.
  - 3.2 Mitigate the impacts of proposed roadway development on neighborhoods through the preservation of historic structures and viable residences, the development of frontage roads, street closures, noise walls, landscaped buffers and recreational amenities, acquisition of entire properties on one side of the street (as opposed to partial takings from both sides), and variations in roadway alignment and streetscape design as appropriate to enhance the quality and character of each neighborhood.
  - 3.3 Maintain and enhance communication among City officials, roadway project consultants, neighborhood organizations, property owners, and residents.
  - 3.4 Mitigate any existing or potential drainage problems.

4. Mitigate the impacts of traffic from the proposed Broadway Corridor and Aviation Parkway projects on neighborhood streets, residences, and businesses.
5. Encourage timely funding for the advance purchase of private properties to be utilized in future roadway development projects.
6. Work to ensure the timely implementation of approved roadway projects so as to minimize disruption to area residents and businesses.
7. Mitigate the impacts of non-resident parking demand in neighborhoods, and support efforts to address parking issues in commercial districts such as Fourth Avenue through the following means:
  - 7.1 Expand the utilization of the Residential Parking Permit program where appropriate to ensure an adequate supply of residential parking and address the special parking needs of residents.
  - 7.2 Encourage the implementation of organized circulation and parking improvements in cooperation with the City of Tucson, the University of Arizona, and University Area businesses and residents.
8. Design and locate public and private parking facilities so as to mitigate traffic and visual impacts on surrounding residential areas.
9. Support the continued development of alternate modes transportation facilities throughout the University Area, including the expansion of existing transit, bicycle, and pedestrian access to the UA regional activity center. For example, support the implementation of the proposed Mountain Avenue Bicycle Corridor demonstration project. (Map 7)
10. Support the enhancement of physical access between the UA, Fourth Avenue, and Downtown Tucson, while maintaining or reducing volumes of auto traffic. For example, encourage the continued development of trolley and/or streetcar service connecting the UA with Downtown Tucson via University Boulevard and Fourth Avenue.
11. Undertake a coordinated City-University transportation study to develop a balanced multi-modal transportation network which enhances travel efficiency to the UA regional activity center while reducing impacts of auto traffic on surrounding neighborhoods. This *Plan* would update the 1983 *Joint Comprehensive Circulation Study* (Barton-Aschman).

Note: See University of Arizona Policies 2 and 11 (Section 7).

# UNIVERSITY AREA PLAN

## Map 7: Alternate Modes Transportation Routes



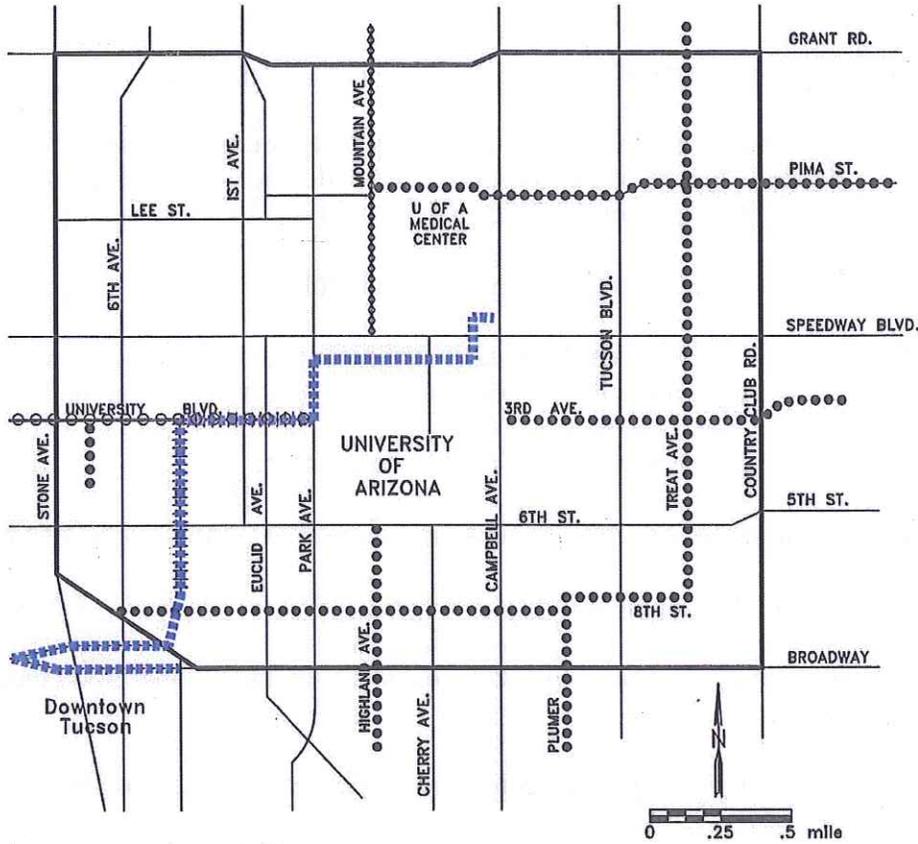
Note: City Bus Route information can be obtained by calling Suntran at 792-9222

### Legend

-  Plan Boundary
-  Bike Route (signs only)
-  Bike Lane (signs and pavement markings)
-  Proposed Bicycle Corridor
-  Proposed Trolley Line

# UNIVERSITY AREA PLAN

## Map 7: Alternate Modes Transportation Routes



Note: City Bus Route Information can be obtained by calling Suntran at 792-9222.

### Legend

- Plan Boundary
- Bike Route (signs only)
- Bike Lane (signs and pavement markings)
- Bicycle Corridor
- + + + + + + + + Trolley Line
- ▬▬▬▬▬▬▬ Streetcar Line

## SECTION 5: ENVIRONMENT

Goal: Maintain and enhance the environmental quality of the University Area, in support of city-wide and regional efforts.

### Policies:

1. Support measures throughout the University Area designed to:
  - 1.1 Improve air quality in the community by encouraging the development of alternate modes of transportation and pedestrian-oriented regional activity centers (CP Section 2, Policy 5).
  - 1.2 Regulate and control airborne dust and pollen.
  - 1.3 Maintain high standards of water quality through the continued identification, monitoring, and control of potential sources of surface and groundwater pollution.
  - 1.4 Regulate and control noise and light pollution.
  - 1.5 Monitor and control the transportation, storage, and disposal of toxic waste.

Note: See Industrial Development Policy 4 (Section 3.E), and UA Policy 8 (Section 7).

2. Utilize the *City of Tucson Floodplain Ordinance* and additional flood management guidelines to:
  - 2.1 Protect the safety of residents and properties in the University Area.
  - 2.2 Encourage the maintenance of open spaces adjacent to drainageways and natural wash areas for a combination of scenic, pedestrian/bicycle circulation, and flood control purposes.
  - 2.3 Protect and enhance the condition and appearance of all drainageways and any remaining natural wash areas (CP Section 3, Policy 2).
3. Encourage the use of drought-tolerant and low pollen-producing plants in the landscaping of new development. Landscaping should be compatible in scale, character, and use pattern with established neighborhood landscape/streetscape themes.

Note: The City of Tucson *Development Standards*, Section 9-06.0 contains an updated list of drought-tolerant landscaping plants. Additional copies of this list may be obtained through the Southern Arizona Water Resources Association, at (602)881-3939.

4. Encourage the use of energy and water saving devices and the demonstration of energy-efficient technology in new development.

SECTION 6: PUBLIC SERVICES

Goal: Ensure an adequate supply of high quality public services to meet the current and projected needs of University Area residents and businesses.

Policies:

1. Support local crime prevention efforts through the implementation of Defensible Space Guidelines (Section 9) and the organization of neighborhood watch groups in cooperation with the City of Tucson Police Department.
2. Support local fire prevention and safety efforts through area-wide and neighborhood participation in public education and safety programs offered through the City of Tucson Fire Department.
3. Encourage government agencies and utility providers to coordinate the planning and development of projects in order to maximize efficiency while minimizing neighborhood disruption.
4. Encourage government agencies and utility providers to consult with representatives from registered neighborhood associations and Historic District Review Boards in the early stages of project planning to ensure that projects are designed to enhance the character and quality of each neighborhood.
5. Support the inclusion of neighborhood amenities (e.g., open space, recreational facilities, public art) in the development of new public facilities and infrastructure.
6. Wherever possible, place utility and service equipment underground or in other visually screened locations.
7. Maintain and expand recreational opportunities through the expansion of joint use agreements between the City Parks Department and the Tucson Unified School District.
8. Support governmental efforts to enhance public safety and health through street, alley, and drainageway maintenance and improvement, and the upgrading of solid waste disposal service. Specific improvements should be coordinated with input from registered neighborhood associations.

## SECTION 7: UNIVERSITY OF ARIZONA

Goal: Recognize the importance of the University of Arizona and its immediate environs as a regional activity center (CP Section 2, Policy 5), and support cooperative efforts in the development of this activity center in a manner which protects and enhances University Area neighborhoods.

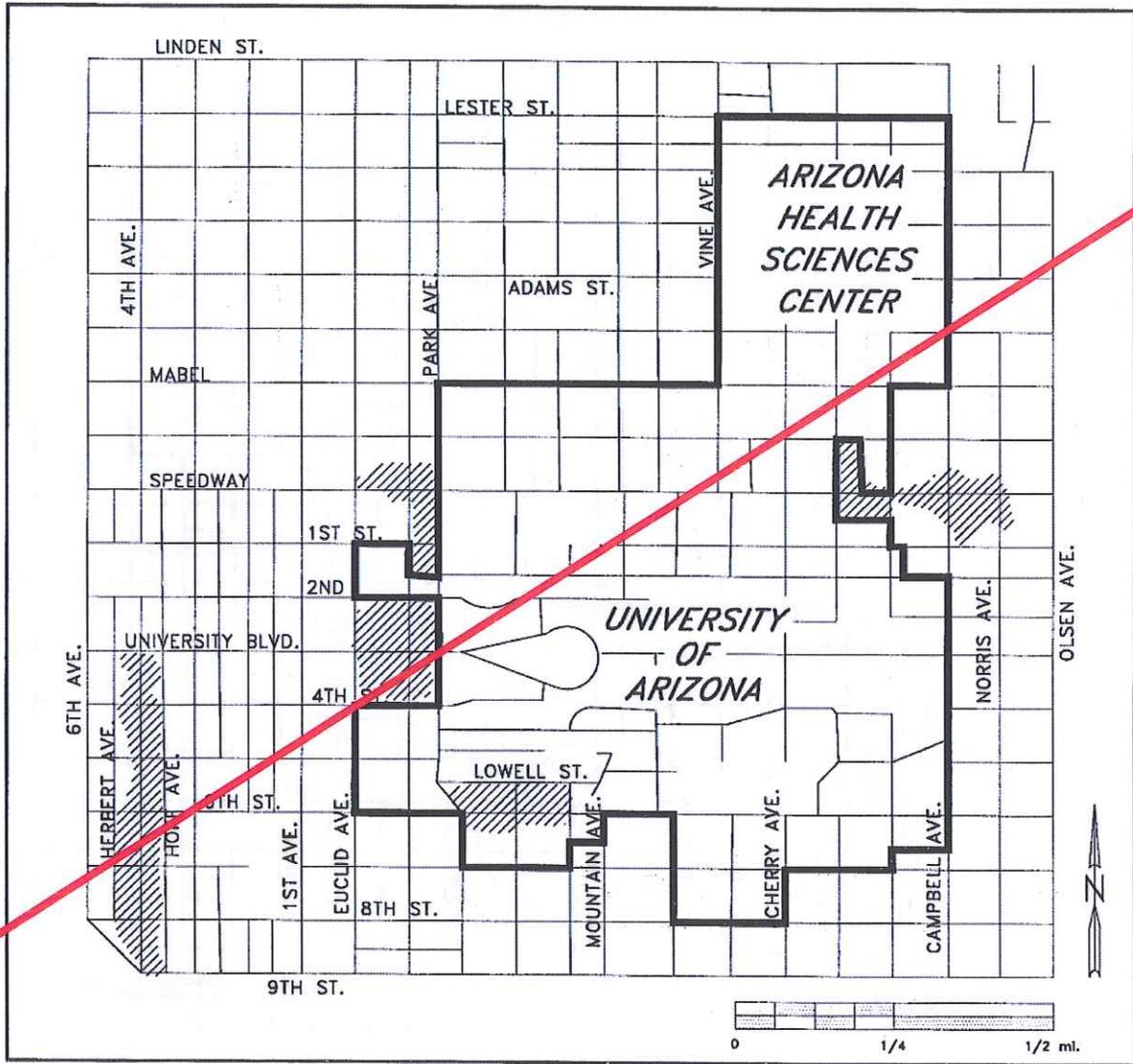
### Policies:

1. Encourage the University of Arizona to comply with local plans, guidelines, ordinances, and regulations in the implementation of its projects.
2. Support continued efforts to coordinate adopted City policy with the policies of the University of Arizona *Comprehensive Campus Plan* in the development of streets and other infrastructure serving the campus, and in the development of new land uses at the campus planning area perimeter.
3. Support the implementation of the University's adopted *Comprehensive Campus Plan* policies to mitigate impacts on adjacent neighborhoods through the development of a transition zone or buffer at the campus perimeter (Map 8).
4. Encourage the University to recognize the value and significance of historic and potentially historic properties within the campus planning area (Map 8), and to preserve and enhance such properties wherever feasible in conjunction with new project planning and development.
5. Encourage the University to provide for student housing needs and related services within the boundaries of the campus planning area.
6. Enhance the physical and symbolic linkages between the University of Arizona and Downtown Tucson. For example, support the coordination of activities and linkages between the UA Fine Arts Complex and the Tucson Arts District.
7. Encourage the University to continue to support the development and utilization of alternate modes of transportation through the following means:
  - expansion of Rideshare incentives;
  - expansion of the Sun Tran bus pass program;
  - implementation of further restrictions on parking;
  - provisions for improved bicycle facilities; and
  - implementation of the proposed campus shuttle system.

Note: See the Transportation Policies, (Section 4) for additional University-related transportation guidelines.

# UNIVERSITY AREA PLAN

## Map 8: U of A Planning



### Legend

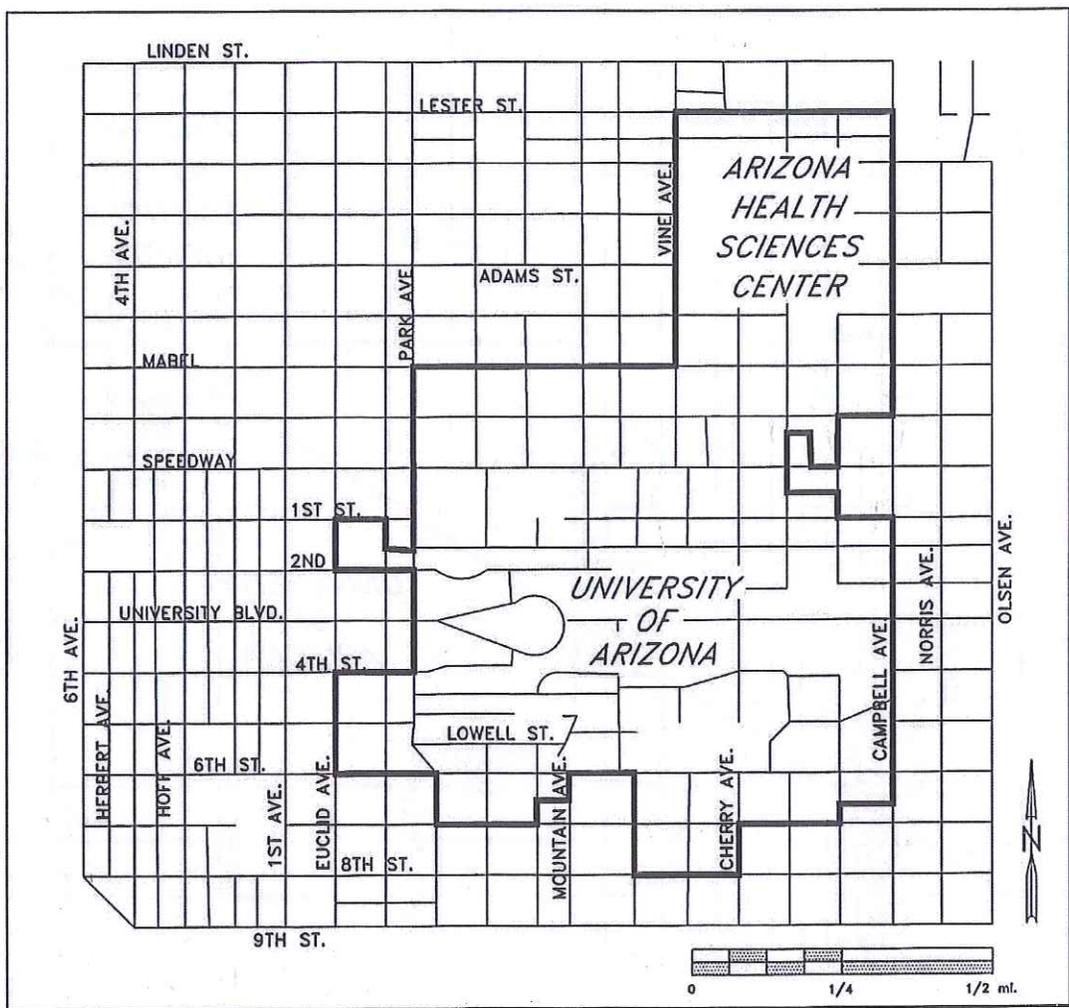


University of Arizona Campus Planning Area

2-97

# University Area Plan

## Map 8: U of A Planning



### Legend

— University of Arizona Campus Planning Area

10-11

8. Encourage the University to continue to comply with federal, state, and local guidelines ensuring that:
  - 8.1 Noise, fumes, lighting and other negative impacts are not extended off-site;
  - 8.2 Any potentially noxious or hazardous materials, activity, and/or byproducts are separated from the environment in a safe and lawful manner; and
  - 8.3 Adequate pollution control and monitoring, emergency evacuation and containment procedures are established.
9. Encourage the University of Arizona to continue to comply with City and County stormwater detention policies to mitigate the impacts of University development on downstream areas.
10. Encourage the University to provide additional open space areas for groundwater recharge, water harvesting, and stormwater detention.
11. Investigate the establishment of a "greenbelt" system (Figure 1) at the UA campus perimeter to serve as a neighborhood buffer and visual amenity while providing new circulation and recreational opportunities (e.g., bicycle routes, seating and play areas, jogging trails).

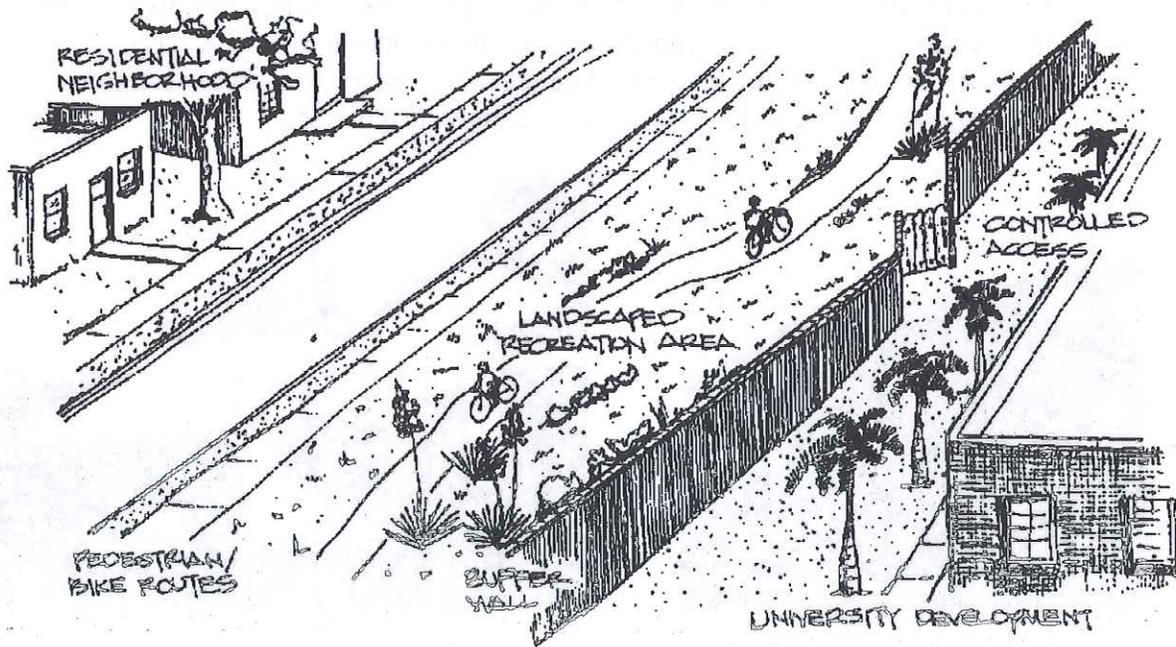


Figure 1: Perimeter greenbelt concept

## SECTION 8: GENERAL DESIGN GUIDELINES

1. Complement surrounding development - Utilize compatible building materials, architectural style and ornamentation, setbacks, stepbacks, and variations in building height or mass to complement the scale and character of surrounding development and reduce the appearance of excessive height and bulk (Figure 2).

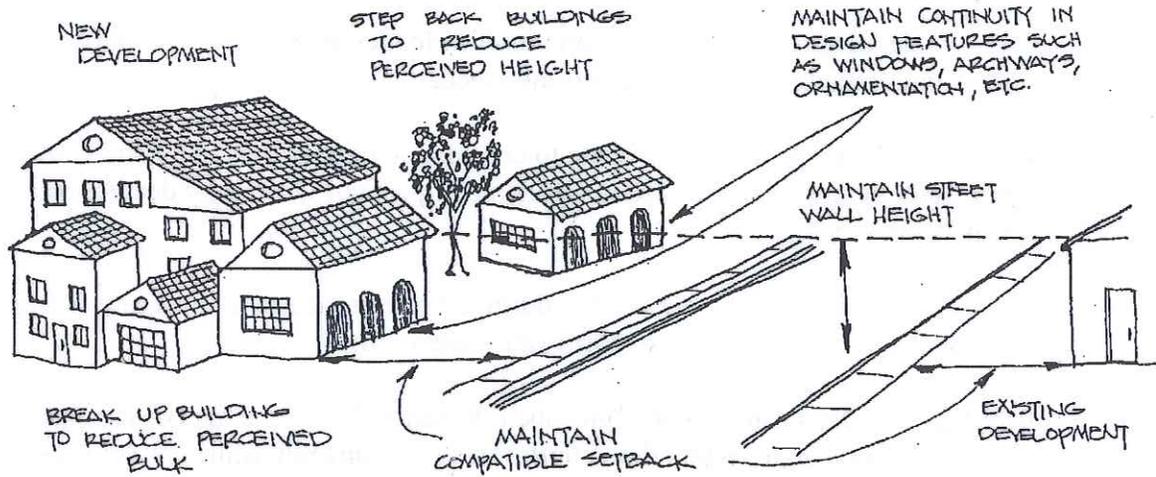


Figure 2: Elements of compatible scale and character

2. Reflect neighborhood character - New development should be carefully designed to reflect and enhance neighborhood identity, streetscape continuity, historic development patterns, neighborhood landmarks, predominant architectural and landscaping themes, and scenic or historic views (Figure 3).

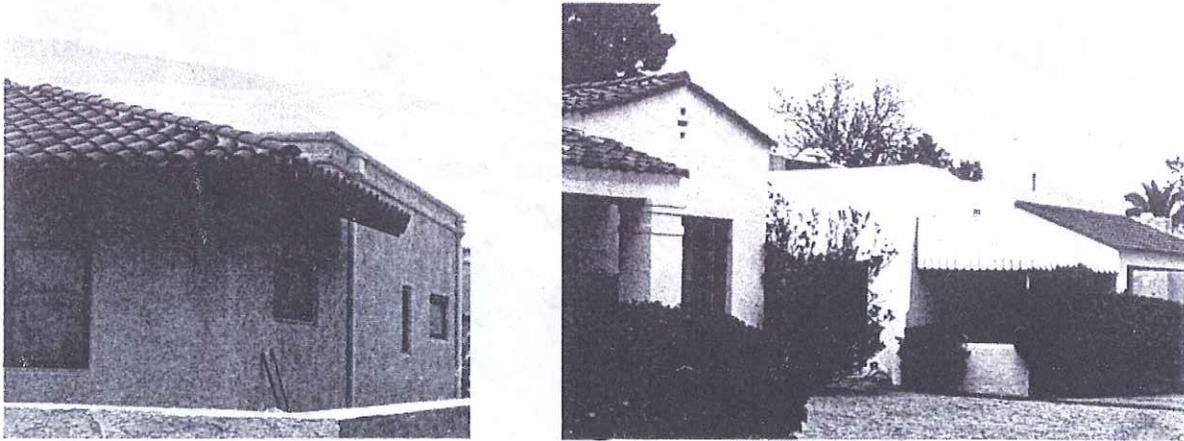


Figure 3: New residential infill development (left) reflects the predominant land use and architectural style of the surrounding neighborhood (right).

3. Buffer adjacent uses - Utilize appropriate screening techniques to mitigate the impacts of new development on adjacent uses. Design and orient drought-tolerant landscaping, masonry walls, earthen berms, outdoor lighting, trash storage areas and other elements to provide an attractive and effective barrier to undesirable access, noise, odor, or views (Figure 4). Limitations on the hours of operation for a commercial use may also be considered.

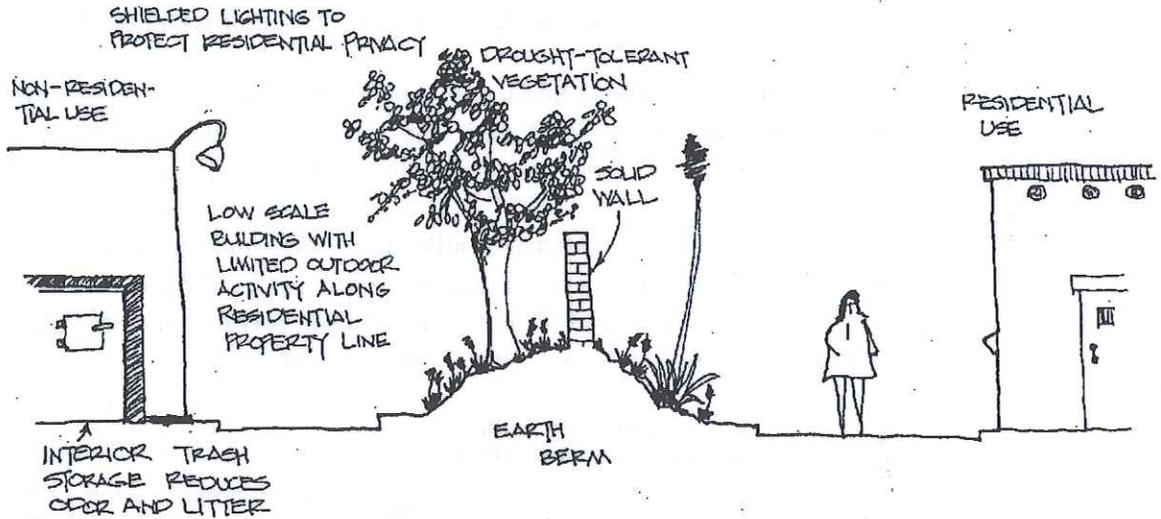


Figure 4: Appropriate buffering techniques

4. Respect historic development - Ensure compatibility between the character and appearance of new development and that of adjacent historic properties (Figure 5). New development should also demonstrate sensitivity to the broader context of a surrounding historic district.

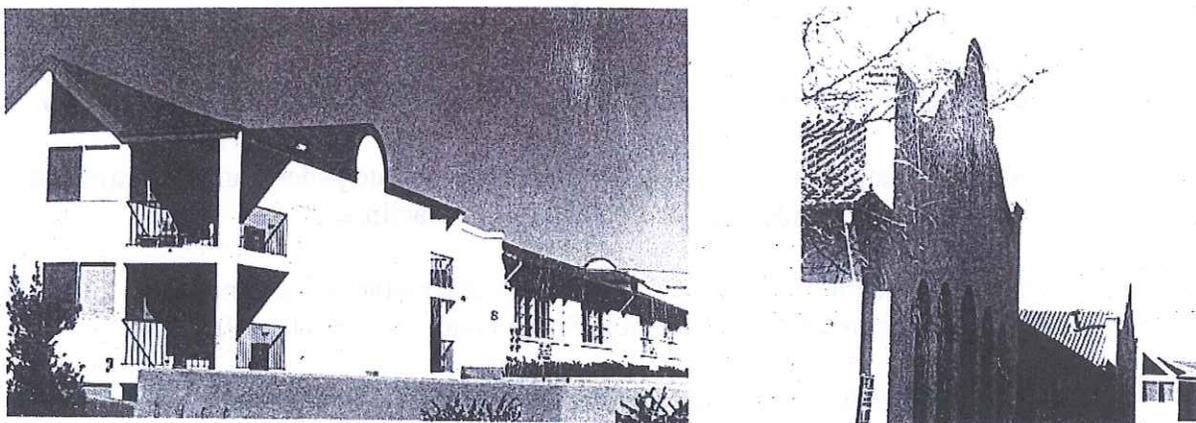


Figure 5: New apartment development (left) was designed to reflect the architectural character of the historic University Heights School (right).

5. Use drought-tolerant landscaping - Encourage the use of drought-tolerant, and low pollen-producing plants in new landscaping projects. Landscaping should be compatible in scale, character, and use pattern with established neighborhood landscape/streetscape themes (see Environment, Policy 3).

Note: The *City of Tucson Development Standards*, Section 9-06.0 contains an updated list of drought-tolerant landscaping plants. Additional copies of this list may be obtained through the Southern Arizona Water Resources Association, at (602)881-3939.

6. Screen private service areas - Outdoor storage and trash collection areas should be screened from view of all adjacent streets and properties, and designed and located to minimize litter and odor. Trash dumpsters should be located within screened enclosures.
7. Preserve residential privacy - Orient buildings, windows and balconies so as to protect the privacy of adjacent residents (Figure 6). Outdoor lighting should be directed away from adjacent residential uses to protect residential privacy, and shielded above the horizon to comply with regional light pollution guidelines.

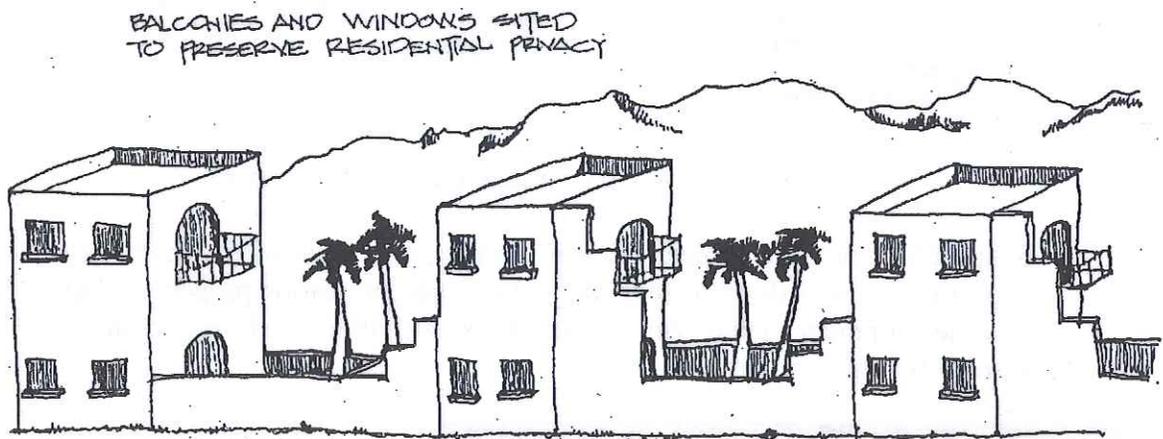


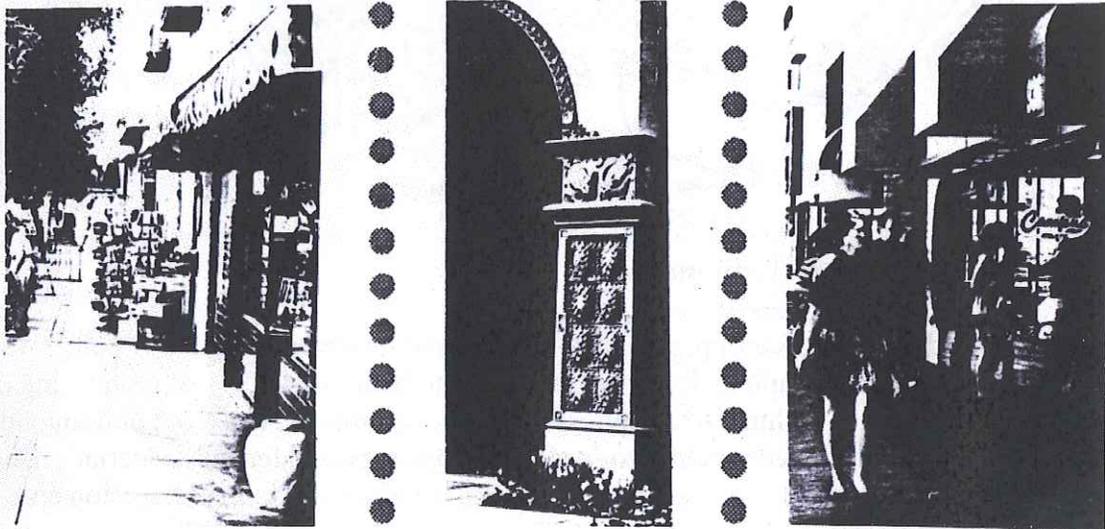
Figure 6: Windows and balconies oriented to protect residential privacy.

8. Coordinate pathways and linkages - Coordinate private pedestrian walkways and bicycle paths with public pedestrian and bicycle facilities.
9. Employ defensible space concepts - Employ defensible space concepts in the design of new development (see Defensible Space Guidelines, Section 9).

Additional Guidelines for multi-family and nonresidential development:

10. Encourage alternate modes of transportation - Provide a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas. Where appropriate, integrate convenient, comfortable transit facilities into the design of new development.

11. Consolidate adjacent parcels - Wherever possible, consolidate adjacent development parcels in order to provide integrated circulation and access, reduce the number of curb cuts along the street, and enhance screening and buffering between adjacent, noncompatible uses.
12. Coordinate information with architecture - Integrate signs and other information systems into the overall design of new development in an architecturally coordinated and sensitive manner. Building addresses should be clearly visible from the public right-of-way.
13. Provide neighborhood amenities - Wherever possible, incorporate neighborhood amenities such as open space, recreational facilities, and public art in new development and in the redevelopment of existing areas. Such amenities should be developed with input from local neighborhoods.
14. Provide active and interesting development at the street level - Provide "fine-grained" design elements and pedestrian-oriented amenities and services at the street level to enhance streetscape vitality and visual interest. (Figure 7) Large expanses of unbroken wall surface or reflective glass should not occur at the street level.



**Figure 7:** Fine-grained architectural treatment and a concentration of pedestrian-oriented activity at the street level serve to enhance streetscape and neighborhood vitality.

## SECTION 9: DEFENSIBLE SPACE GUIDELINES

1. Create Territorial Spaces - Utilize design relationships and materials to establish the territorial limits of development. A combination of physical barriers (walls, fences, gates) and symbolic barriers (changes in surface grade or texture, landscaped areas, steps) can be used to define transition zones between public, semiprivate, and private spaces (Figure 8).

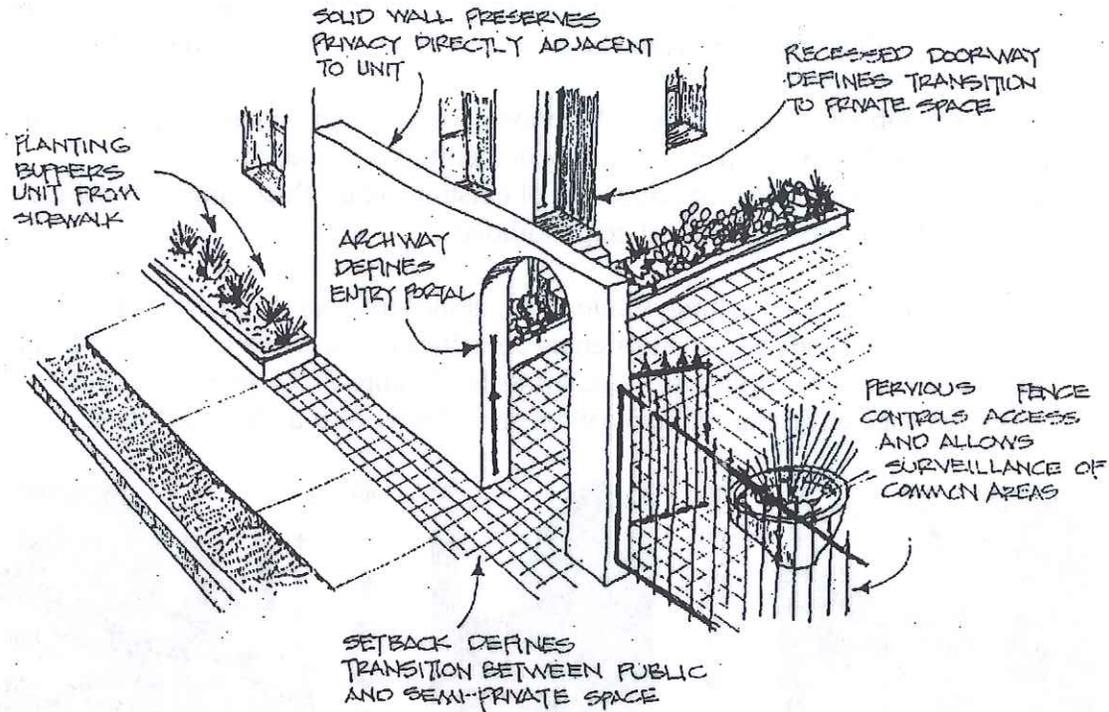


Figure 8: Territorial design methods

2. Provide surveillance opportunities - Design and locate building units, paths, windows, stairwells, landscaping, doors, and elevators to facilitate the visual monitoring of non-private spaces within a development complex (examples: clustered building units, strategically located windows or wall openings, pervious fencing material). Design building corridors and openings to limit opportunities for human intrusion and concealment.
3. Assign open spaces - Use territorial methods and design techniques to "assign" open space areas to a specific group of buildings or units so that strangers entering the space are easily identified and observed by building tenants and residents (Figure 9).
4. Control access - Limit the number of public access points and views into semiprivate spaces, while designing entryways so as to permit the observation of people leaving and entering these "assigned" spaces.

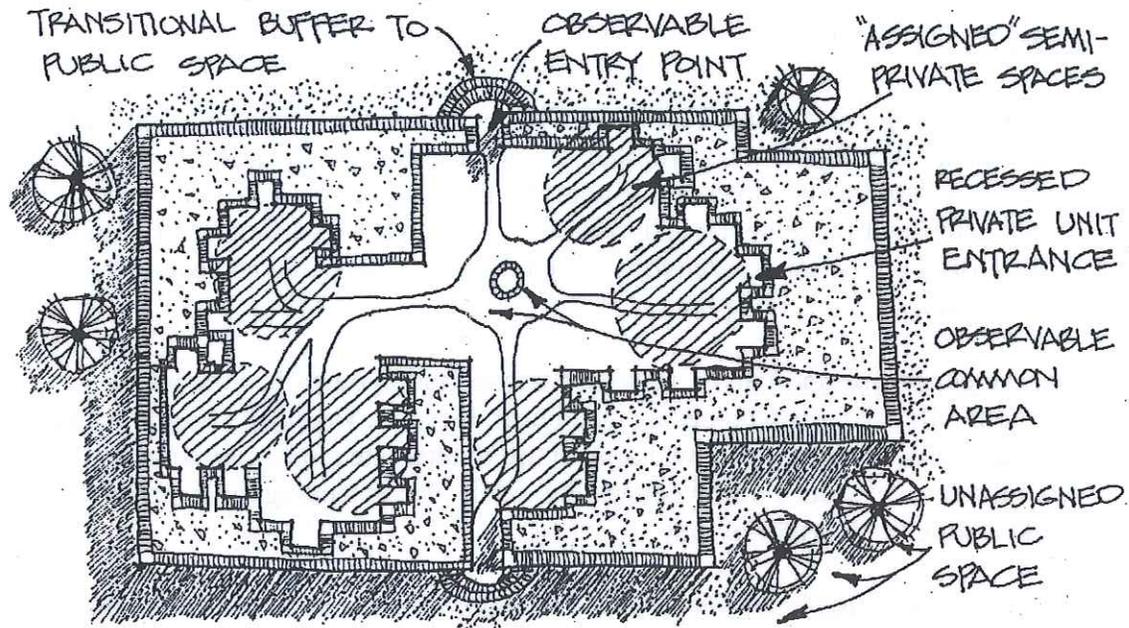


Figure 9: Utilize design techniques to “assign” open space to a specific cluster of units.

5. Design landscaping for safety - Design and maintain landscaping to provide surveillance opportunities. Dense landscaping should not be located directly adjacent to pathways, windows, and doorways. In unassigned public spaces, landscaping should be trimmed to permit the surveillance of human activity in an area approximately 2-8 feet above surface grade.
6. Consider defensive landscaping - Consider the establishment of dense, thorny vegetation (cactus, pyracantha, etc.) beneath windows and around fences to discourage intrusion.
7. Provide adequate lighting - Utilize shielded outdoor lighting to increase night time visibility around doorways, windows, pathways, and landscaped areas. Lighting should be shielded above the horizon to comply with regional light pollution guidelines.
8. Post address numbers - Building address numbers should be clearly visible from the public right-of-way. Address numbers may also be painted on building rooftops to facilitate identification from the police helicopter.
9. Coordinate development with the Tucson Police Department - Encourage contact between developers and the City of Tucson Police Department in the review of development proposals for compliance with Crime Prevention Through Environmental Design (CPTED) principles. The Police Department Community Services Division can be reached by telephone at (602)791-4450.

## SECTION 10: DEFINITIONS

Activity Center (Regional): Identified in the City of Tucson *General Plan* as an area where mixed use development is permitted and/or encouraged. The purpose of activity center development is to combine housing, shopping, recreation, and other activities in a compact arrangement which serves to reduce auto dependence, air pollution, and the cost of public service delivery while providing interesting and exciting places in which to live, work, and play.

Alternate Modes of Transportation: Means of transportation other than the private automobile. Alternate modes include buses, bicycles, van pools, shuttle trams, rail systems, and walking. The widespread use of alternate modes can serve to improve air quality and reduce traffic congestion, while also extending the functional capacity of existing public right-of-way.

Arterial Street: Identified in the City of Tucson *Major Streets and Routes Plan* as a street which carries moderate to high volumes of traffic (12,000 or more average daily trips) across the City of Tucson, providing access to regional destinations and connecting to the interstate highway system.

Buffer: The use of design elements such as masonry walls, landscaping, earth berms, building setbacks, and stepbacks to minimize the impacts of more intense development on adjacent, less intense uses.

Campus Planning Area: Defined area of 503 acres (see Map 8) surrounding the main campus of the University of Arizona. The campus planning area is to be developed under the policies of the University's *Comprehensive Campus Plan* over a period of 20-30 years.

Collector Street: Identified in the City of Tucson *Major Streets and Routes Plan* as a street which carries low to moderate volumes of traffic (3,000-12,000 average daily trips) between local neighborhood streets and major arterial streets.

Commuter Arterial Street: Identified in the *Major Streets and Routes Plan* (Policy 2.C.6) as a street which serves as an arterial street for daily commuter trips, but reverts to collector street function during off-peak hours. Currently (1989) 5th-6th Street between Stone Avenue and Wilmot Road is the city's only designated commuter arterial street.

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.](#)

Curb Cut: Depressed portion of a vertical curb which is utilized for vehicular access. The elimination of curb and median cuts along major streets serves to enhance travel efficiency by reducing friction from vehicular ingress/egress.

Density: Number of dwelling units per acre (43,560 square feet)

Low Density - Average density of up to six units per acre. Low density housing consists primarily of single family detached residences, although duplex and townhome units on larger lots may be considered low density.

Medium Density - Average densities of 7-14 units per acre, including a variety of housing types such as single family homes on small lots, duplexes, townhomes, mobile homes, apartments, and condominiums.

High Density - Density of 15 or more units per acre. High density housing generally includes multi-story or densely developed apartments, condominiums, and townhomes.

Defensible Space: Defensible space is a term used to describe a series of physical design characteristics that maximize the control of human behavior, particularly crime, within a residential or nonresidential building complex. Defensible space is designed and organized to define the territorial limits of development and provide opportunities to monitor activity and control movement between public, semiprivate, and private zones of space.

Public Spaces - These are generally "unassigned" spaces which are available for public use on a 24 hour basis. Examples include public parks, perimeter open space, and city sidewalks.

Semiprivate Spaces - These are "assigned" spaces which provide a transition zone between public and private spaces. Examples include common open space, recreation facilities, corridors, and lobbies associated with a private building complex or cluster of buildings.

Private Spaces - These are spaces which are "assigned" to an individual building unit and accessible only at the discretion of the unit occupant. Examples include enclosed private yards, balconies, patios, and unit interiors.

Drought-Tolerant Vegetation: Plants which can survive in an arid environment (e.g., Sonoran Desert) with little or no supplemental watering after becoming established.

\* *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.

Earth Berm: A mound of earth utilized as a screen to undesirable views and/or noise. Earth berms are often supplemented with vegetation or low walls.

Fine-Grained: Rich in detail, texture, and variety. Fine-grained building design emphasizes diversity, visual interest, and human scale.

Gateway Route: Identified in the *Major Streets and Routes Plan* as a specially designated route linking major employment centers, shopping areas, recreation areas, and transportation centers, and which is traveled by large numbers of residents and visitors (generally greater than 30,000 average daily trips). Special regulations for Gateway Routes include additional landscaping and screening requirements.

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 General Plan has been updated, most recently in 2001.](#)

Historic: Property officially designated at the national, state, or local level as worthy of preservation based on specific criteria outlined for National Register of Historic Places nomination and/or that has been designated in compliance with the City of Tucson's Historic District and Landmark Zone Ordinance.

Natural Wash Area: A drainageway and its immediate surroundings which have not been substantially altered in course or cross section except through natural processes. In the University Area sections of natural wash areas may include mature nonnative vegetation and minor man-made improvements.

Neighborhood Commercial Service: Business which provides goods and/or services oriented to local neighborhood residents. Examples include small grocery markets, cafes, and specialty retail stores.

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

Regional Activity Center: (see Activity Center)

~~Residential Cluster Project (RCP)~~ [Flexible Lot Development \(FLD\)](#) Option: 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, 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](#)*.

Roadway Development Policies: The City of Tucson's official guidelines for the development of major street improvements, adopted by the Mayor and Council in 1986 and administered through the City of Tucson Department of Transportation.

Scale: Size, height, shape, and setback in comparison to adjacent buildings, architectural elements, landscaping, and human form.

Street Level: Elevation of a building or space which abuts the street and serves the users of the street and sidewalk (generally 0-10 feet above sidewalk grade).

Streetscape: A combination of distinct physical elements and land use characteristics which define and characterize a contiguous segment of street frontage. Streetscape elements may include buildings, landscaping, lighting, benches, and the types of activities which occur in and along the street.

Streetwall: Average height and setback of a segment of buildings which abut the street, particularly where a group of adjacent buildings are similar in scale.

Territorial Space: Property belonging to or associated with a specific individual or group of individuals by virtue of grade change, access control, visual separation, and other design techniques which provide distinct definition to public, semi-public, or private spaces.

Transit: Mass transportation such as buses, shuttle trams, trolleys, and light rail systems.

Unbroken Wall Surface: Vertical building surface devoid of ornamentation, variation, or decoration. Particularly undesirable at the street level, as a monotonous visual impression can be created. Street level building surfaces may include windows and voids which permit views of interior spaces or activities, surface ornamentation, information, and/or artwork.

University Area: 5.17 square mile area within the City of Tucson bounded by Stone Avenue on the west, Toole Avenue on the southwest, Broadway on the south, Country Club Road on the east, and Grant Road on the north. Property controlled by the University of Arizona, while located within the boundaries of the University Area, does not fall under the jurisdiction of the City of Tucson's *University Area Plan*.

University Area Plan: Land use plan adopted by the Mayor and City Council to guide future development within the defined boundaries of the University Area, excluding property owned and controlled by the University of Arizona.

University of Arizona Comprehensive Campus Plan: (see *Comprehensive Campus Plan*)

West University Transition Area: [The area bounded by Speedway Boulevard on the north, Park Avenue on the east, Sixth Street on the south, and Euclid Avenue on the west.](#)

**University Area Public Agency Resource Directory**

<b>Organization/Division</b>	<b>Phone #</b>	<b>Organization/Division</b>	<b>Phone #</b>
<b>City of Tucson</b>		<b>Pima County</b>	
Building Safety Division	791-4233	Air Quality Control District	792-8686
Bus Information (Sun Tran)	792-9222	Animal Control	743-7550
Citizen Participation Office	791-4605	Environ. Health Complaints	792-8618
City Hall Information Desk	791-4326	Wastewater Management	792-8676
<b>FIRE EMERGENCY</b>	<b>911</b>	<b>Pima Association of Governments (PAG)</b>	
Fire Safety Education	791-4502	Environmental Planning	792-1093
Floodplain Engineering	791-4914	Transportation Planning	628-5313
Historical Commission	791-4121	<b>University of Arizona</b>	
Library Information	791-4010	Cultural Affairs	621-3341
Parks & Rec. Information	791-4873	Library Central Reference	621-6441
Planning Information	791-4505	Capital Facilities Planning	621-8161
Police-Community Services (CPTED Information)	791-4450	Campus Plan Information	621-1182
<b>POLICE EMERGENCY</b>	<b>911</b>	Campus Police Department	621-1484
Police Information	791-4452	Community and Public Service	621-3316
Rezoning Information	791-4571	<b>Other</b>	
Sanitation Division	791-3175	Arizona Poison Control Center	626-6016
Street Maintenance	791-3154	Historic Preservation Office	255-4174
Traffic Engineering Division	791-4259	Southern Az. Water Resources Association (Plant List)	881-3939
Transportation Planning	791-4372	Tucson Unified School District	882-2403
Water Emergency (24 hours)	791-4133		
Zoning Information	791-4541		

**Joanne Hershenhorn - Re: # of CH properties?**

**From:** Jennifer Burdick  
**To:** Jim Mazzocco; Joanne Hershenhorn  
**Date:** 10/31/2011 8:28 PM  
**Subject:** Re: # of CH properties?  
**CC:** Jonathan Mabry

Joanne, Jim -

To the best of my ability, I was able to ascertain the following, after reviewing the GIS data and permitting data available from PDSO for demo permits:

**West University Historic District**

	Current	%ofTotal	Proposed	%ofProposedTotal	Difference
<b>Properties</b>	<b>747</b>		<b>692</b>		<b>(55) ?</b>
Contributors	643	86	614	89	-29
Non-contributors	49	7	45	6	-4
Demolished	55	7	33	5	-22

Of the properties that would be impacted by the proposed transition area, 6 were described as 'significant contributors' - of a total of 114 properties called out as such - in the district nomination documentation. The following is a list by address with the corresponding Site Survey number in parentheses:

811 E 1st St (WU-347) } *NEE Exc./First - MF offus*  
 803 E 1st St (WU-348) }  
 720 E University Blvd (WU-705) \*Geronimo Lodge  
 720 E University Blvd (WU-708) \*Geronimo Lodge *000-820*  
 876 E University Blvd (WU-711) } *SWC, Univ/Tyndall*  
 915 E 4th St (WU-716) } *First Meth. Church*

Please let me know if you have questions about this. Jonathan hasn't seen this yet, so it is possible this might change. I'm reasonably confident in the numbers of current contributors, however.

Thanks,  
 Jenn

P 837-6961 C 390-7094

>>> On 10/28/2011 at 3:40 PM, in message <4EAACCFE.E8FE.0059.0@tucsonaz.gov>, Joanne Hershenhorn <JHershe1@tucsonaz.gov> wrote:

GREAT - thanks so much, Jenn! I apologize for the short time fuse.

- Joanne

>>> Jennifer Burdick 10/28/2011 2:49 PM >>>

I can help by trying to get an accurate count using what is in our GIS records. I will try to have that for you by Monday, end of day.

~Jenn

>>> On 10/28/2011 at 1:55 PM, in message <4EAAB466.E8FE.0059.0@tucsonaz.gov>, Joanne Hershenhorn <JHershe1@tucsonaz.gov> wrote:  
 re: West Univ. Transition Area plan amendments

Hi Jonathan,

FYI, this item went to Planning Commission study session on 10/5/11, and is going to PC public hearing next Wednesday (11/2/11). Here's the link to the staff report:

[http://cms3.tucsonaz.gov/sites/default/files/planning/pc\\_110211\\_wunpuap\\_amendments.pdf](http://cms3.tucsonaz.gov/sites/default/files/planning/pc_110211_wunpuap_amendments.pdf)

Here's the link to the agenda:

[http://cms3.tucsonaz.gov/sites/default/files/planning/pc\\_110211\\_revised\\_agenda.pdf](http://cms3.tucsonaz.gov/sites/default/files/planning/pc_110211_revised_agenda.pdf)

Can you help us out, please? At the study session, one of the Commissioners asked how many CH properties might be removed, and how this would affect the historic district. Regarding the WUnational register historic district, is the "number that counts" the number of CH properties(not CH structures)? Can you please let me know how many CH properties there are in the national register district? I can count the number of CH properties affected via the PDS maps.

Regarding the local HPZ, the impact would be the loss of CH properties - affects the look & feel/historical connection to the area. Can you give me your word spins, please? Anything else you'd like to add (I know you will do it anyway - you are thorough!). Thanks,

- Joanne

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Joanne Hershenhorn  
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