

June 17, 2008

# Miramonte Neighborhood Plan



*Adopted by the Mayor and Council, June 17, 2008  
Resolution No. 20984*



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# Miramonte Neighborhood Plan

## Miramonte Neighborhood

*in collaboration with the*

City of Tucson, Department of Urban Planning and Design

*and its consultant*

University of Arizona, College of Architecture and Landscape Architecture,  
The Drachman Institute

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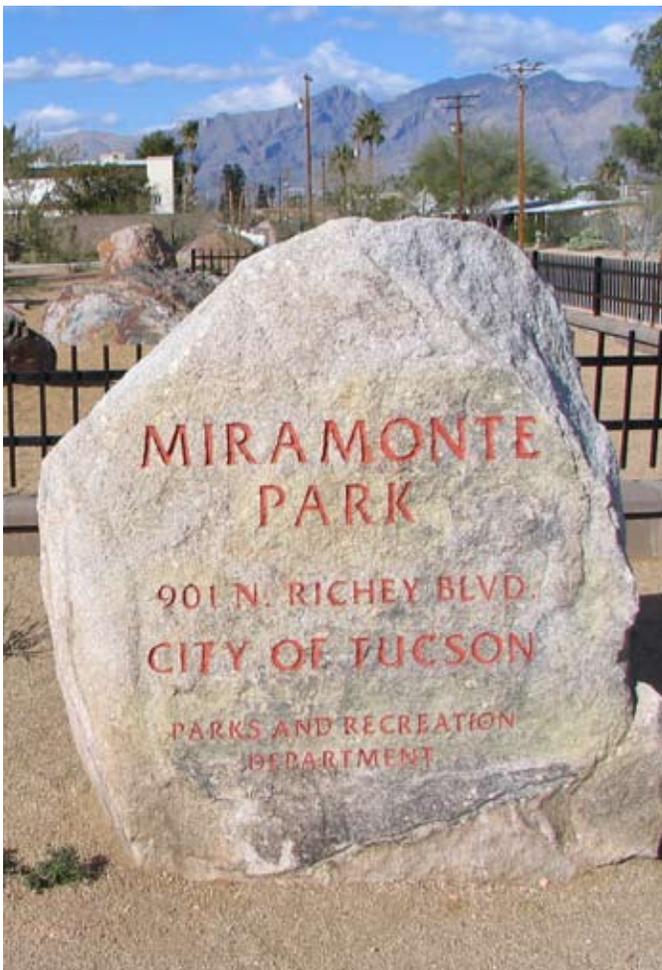
## INTRODUCTION

This Neighborhood Plan is the result of a two-year process, which included public meetings with the general Neighborhood, a selected steering committee, design workshops, one-on-one discussions, questionnaires, surveys, and a healthy interactive process among Miramonte neighbors, stakeholders, and planners. The process, which is summarized in Appendix A, began with an extensive inventory and analysis (Appendix B). The City of Tucson, Department of Urban Planning and Design, and its consultant, the University of Arizona, College of Architecture and Landscape Architecture, Drachman Institute, managed the work.



*Neighborhood Plan Public Workshop*

## Elements of the Neighborhood Plan



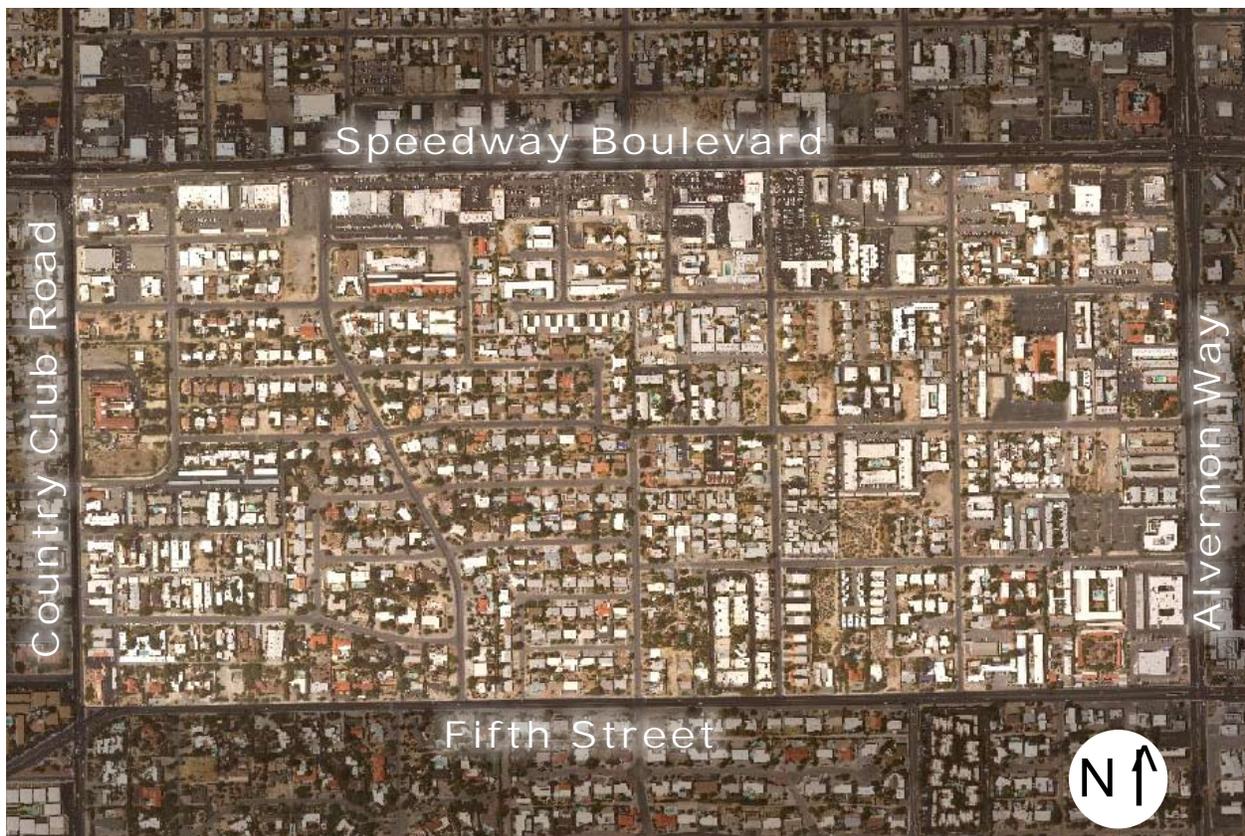
The Miramonte Neighborhood Plan (the Plan) includes the following elements:

- a vision statement, i.e., a consensus word picture of a desired future
- an explanation of circumstances under which the Plan will be implemented
- a description of a process to assess the Neighborhood's progress with the Plan
- six major goals that define the desirable future state of the Neighborhood. Each goal includes policies, i.e., commitments to the course of action that will lead the Neighborhood toward its goals, and specific strategies, i.e., available or recommended means for implementation of the policies.
- appendices, which are available under separate cover.

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## **MIRAMONTE NEIGHBORHOOD PAST AND PRESENT**

The area that is now Miramonte Neighborhood had very isolated single lot development in the 1920's and 1930's. It was not until the 1940's that any significant development appeared, including the Benedictine Monastery (Roy Place, Architect) and St Mark's Presbyterian Church. In 1945, the Miramonte Neighborhood was still outside the limits of the City of Tucson. The peak of residential development was the 1950's when most of the single-family lots were built out and a substantial number of multi-family developments were constructed. By 1953, the central portion of the Neighborhood was within the City limits, and by 1960 it was entirely within the limits. The Neighborhood takes its name from Camino Miramonte, the north-south street that runs through the western third of the Neighborhood. The Neighborhood Association was registered with the City of Tucson on February 26, 1992.



*Miramonte Neighborhood*

The Neighborhood is roughly one-half square mile, stretching one-half mile from Speedway Boulevard on the north to Fifth Street on the south and one full mile from the arterial, Alvernon Way, on the east to the lesser arterial, County Club Road, on the west. The major east-west route through the Neighborhood is Third Street, which is a designated bike route used by pedestrians, motorists, and bicyclists. To the west, Third Street connects the Miramonte Neighborhood to the Himmel Park and Library, Sam Hughes Elementary School, and ultimately to the University

of Arizona. To the east, Third Street links the Neighborhood via Alvernon Way and Fifth Street to its other designated elementary school, Peter Howell. Unlike earlier Tucson neighborhoods with a full gridiron pattern, the north-south connections through the Miramonte Neighborhood are limited. Three streets provide these major north-south routes. The first, Camino Miramonte, a former wash alignment, is a gently curving street and the main north-south traffic corridor through the west residential core. With its center-swale, Camino Miramonte also continues to serve as a significant drainage-way. Richey Boulevard and Dodge Boulevard are the other two north-south connections through the Neighborhood.

According to the 2000 US Census, the Neighborhood is home to 3,619 persons in 1,954 households. By 2007 those households appear to have increased to over 2,100; however in general, the population is declining with approximately half the number of children 5-17 (15.6%) in comparison to the City as a whole (28.7%) and markedly larger proportions of young adults 18-24 (20%) than the City as a whole (13.8%). The over-65 population is lower (9.9%) than the City as a whole (11.9%). The number of households that are owner occupied is less than half (22.1%) of the City as a whole (54.3%), while the number of renter occupied households is much higher (77.9%) than the City as a whole (46.6%). Miramonte is 21.4% Hispanic, less than the City's 35.7%. African-Americans (4.6%) and Native-Americans (2.0%) are comparable to City numbers, but Asian-Americans (4.4%) live in Miramonte at nearly twice the City rate (2.5%).

The Neighborhood is characterized by a heavily modified center-city grid pattern of streets and occasional alleys. The western half is largely single-family residential and traces its subdivision style to the emerging patterns of the 1930's. Its blocks are very slightly curvilinear and with long (east-west) and shallow (north-south) configurations that stretch only two blocks before the grid is interrupted. The pattern changes abruptly in the eastern half of the Neighborhood where the land is divided into large square and rectangular lots with a full two-dimensional grid pattern.

The Neighborhood is largely residential and quite diverse in zoning and land use. Twenty percent (20%) is low density residential (R-1) clustered around Camino Miramonte. An equal amount of low-moderate density residential (R-2) exists in three separate locations, and a larger amount (30%) of higher density residential (R-3) is on the east, north and west sides. Office and commercial uses are concentrated along Speedway Boulevard on the north, Country Club Road on the west, and Alvernon Way on the east.

Within the Camino Miramonte area, the pattern and fabric (lot size, setbacks, and height) of the low density residential development (western-southern portion of the Neighborhood) is consistent



*Neighborhood-Oriented Uses on Speedway Blvd.*

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and represents a 1950's horizontal ranch house style with significant mid-century historic characteristics. All the area currently zoned R-1, except for a few properties on Fifth Street, was built out as the Encanto Park Addition (1947) and the Bunell Addition (1952). Construction in both areas was restricted to one-story single-family residences and uniform street setbacks of 25 feet or more. The landscape is consistent with desert natives mixed with date palms and other exotics of the era. This single-family residential core of Miramonte has a strong sense of place -- something to be protected and preserved.



*1950's Ranch House*



*Two-Story Apartment Building*

In contrast, the eastern portion of the Neighborhood has a different character and scale that is characterized by higher density, multi-family residential development built largely between 1950 and 1990. While this development is generally consistent with the area's higher density zoning of R-2 and R-3, there are some single family residences scattered throughout. Housing types vary from duplexes to triplexes to multi-story apartment buildings; however, no one architectural style predominates.

Landscaping and amenities such as

sidewalks are sparse. Parking lots and dumpsters serving the multi-unit residences are prominent. The majority of the opportunities for infill development are located on vacant and underutilized lots in this portion of the Neighborhood.

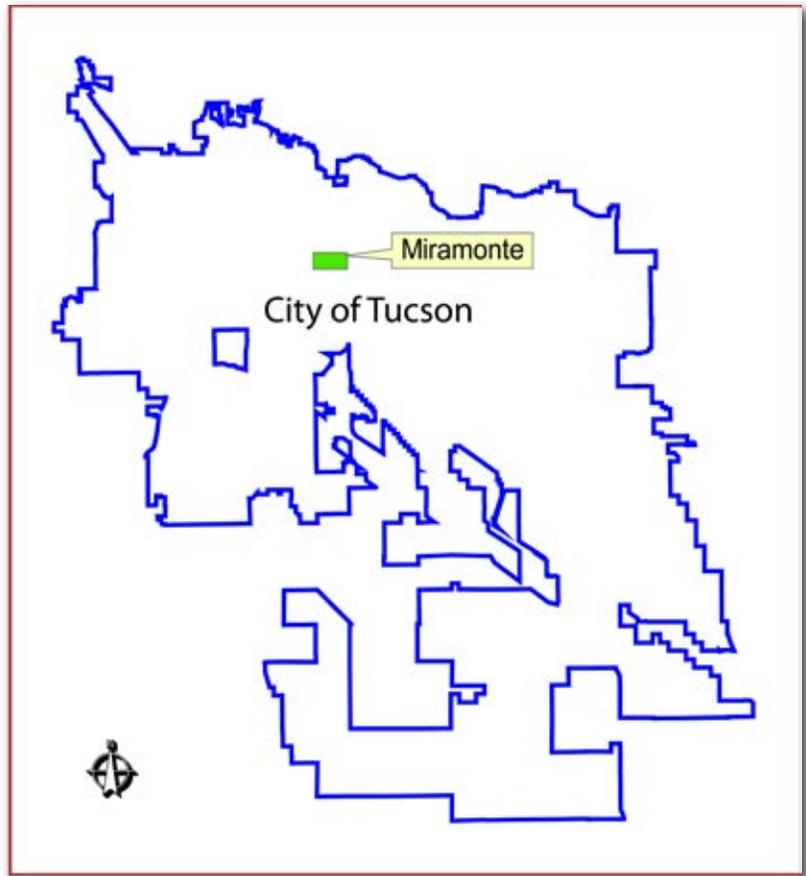
One of the great assets of the Neighborhood is its central location within the City of Tucson. Its relative proximity to commercial services on Speedway Boulevard, to the Downtown, to major transportation corridors (Speedway Boulevard, Broadway Boulevard, Alvernon Way, and Country Club Road), and to the University of Arizona provides outstanding access to employment, education, shopping, entertainment, recreation, churches and services.

As is often the case, a community's assets are also its challenges. In 2007, several issues loom as defining challenges for the Miramonte Neighborhood over the coming decades.

- As the City of Tucson has grown, the Neighborhood, with its increasing number of investment and rental units, has experienced a decline in owner-occupancy and property

maintenance. The pressure on the traditional R-1 neighborhood fabric requires a long-term effort to preserve the 1950's ranch house residential pattern.

- At the same time, the economic and demographic influence of the University of Arizona has exerted pressure on the Neighborhood. The Neighborhood's good connectivity to the University via the Third Street Bicycle Route has made it especially attractive. This path serves the growing number of University students who have moved into the Neighborhood as renters.



*Miramonte Location in Central Tucson*

- As development and traffic pressures increase in the Neighborhood, there is a strong need to enhance the pedestrian environment for residents to make the Neighborhood a safer and more humane place to live.
- Growth trends have also increased through-traffic volumes for the Neighborhood. This traffic pressure at the residential level translates to more undesirable noise at all hours, more air pollution from vehicle emissions, and driving behaviors that are unfriendly to pedestrians.
- These same economic, development, and transportation pressures also manifest themselves in increased crime and reduced involvement of residents in the civic life of the Neighborhood.
- The contrast in the residential fabric of the Neighborhood corresponds to the differences in the underlying zoning. A portion of the south central part of the Neighborhood is zoned



*Traffic on Alvernon Way,  
Neighborhood's Eastern Boundary*

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R-1 and is largely built-out at low density with historic characteristics. Another portion of the Neighborhood is zoned R-2 and is developed at higher densities and with more vacant land. Finally, a significant portion of the Neighborhood, especially in the eastern and northern districts is zoned R-3 with aging apartment development and a substantial amount of vacant land. As such there is a tension between:

1. the desire to view Miramonte as an integrated neighborhood with graceful transitions among the different zones, and
  2. the recognition that there are different issues associated with the character of the different zones.
- The Neighborhood faces a challenge in the transition between land uses. The commercial edges need to make a successful transition to residential areas of varying densities, and the residential areas need to make successful transitions between differing densities. This challenge is all the more difficult because while the zoning allows abrupt changes between zones, there is the desire to see more gradual changes.
  - Underlying zoning in some cases does not correspond to current land uses.



*Neighborhood Supports a Variety of Uses and Densities*

## MIRAMONTE NEIGHBORHOOD FUTURE: VISION STATEMENT

Miramonte Neighborhood will become an even more desirable location for residents, businesses, and offices. This one-half square mile area will be an exemplar of a livable urban community. Preservation of the Neighborhood's assets; enhancements of its infrastructure; better transitions between different land uses, zones, and districts; appropriate infill development; and increased citizen participation will converge to meet that goal.

### Preservation of the Neighborhood Assets

Miramonte Neighborhood will continue to be a diverse mix of businesses, offices, churches, and single-family and multi-family structures. Older residences will be rehabilitated, ensuring that the character of the area is maintained. New construction will be unobtrusive but innovative and interesting in building design and landscaping, such that it is compatible with its surroundings. Special places, such as the Benedictine Monastery with its spacious grounds and St. Marks with its community facilities, will be preserved and adequate open space with attractive landscaping in new developments will enhance the nature theme of Miramonte Park. Office and retail facilities bordering the Neighborhood will offer services and products needed by the residents and continue to contribute to Miramonte's sense of place.



*Historic Benedictine Monastery, Country Club Rd.*

### Enhancement of the Infrastructure

Pedestrian scale infrastructure – walkways, other hardscape, lighting, landscape – is the glue that holds a neighborhood together. Miramonte will be a neighborhood in which these key



*Neighbors Walking and Bicycling,  
Camino Miramonte*

infrastructure elements are well integrated, well designed, unified, and pedestrian-friendly. A major investment in infrastructure improvements will take place, paying great dividends in uniting the Neighborhood aesthetically, in reducing the heat island effect, and in improving safe traffic flow. Appropriate gateway signage will communicate to those who enter that this is a residential area where residents take great pride in their neighborhood. Shade trees, concrete walkways, and porous curving walking paths will invite pedestrian movement; bicyclists will have the right edge of the traffic lane of the streets to themselves; and vehicles will slow

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to safe speeds. Street lighting will meet the dark skies criteria. Utilities will be buried, leaving an unobstructed view of the sky and the mountains. All trash dumpsters will be screened, leaving the streetscape attractive. Streets, yards, alleys, parking lots, and businesses will be litter free.

### **Better Transitions Between Different Land Uses, Zones, and Districts**

The abrupt changes from different zones and land uses will be softened by good quality design so that there are smooth transitions between potentially contrasting uses. Business uses will gradually give way to higher density residential development and higher density residential development will gradually give way to lower density residential development. As such, the Neighborhood will feel like an integrated whole rather than a collection of disparate land uses.



*Miramonte Park, Third St. and Richey Blvd.*

### **Appropriate Infill Development**

Vacant and under-utilized land in the Neighborhood will be built out as lofts, condominiums, or cluster housing, increasing the home ownership in the area. Features that will make these infill projects assets to the entire Neighborhood include, but are not limited to, integrated covered parking in the housing units; Americans with Disabilities Act (ADA) accessibility; environmentally sound green principles for energy and water conservation, such as water harvesting, greywater, and reclaimed wastewater for irrigation; and good architectural design.

### **Increased Citizen Participation**

Resident homeowners, renters, landlords, professional and business people, and non-profit groups will work together to ensure the Neighborhood's well being. The Miramonte Neighborhood Association Board will have maximum membership. Dozens of stakeholders will be members of MNAction, the Miramonte Neighborhood auxiliary that assists in specific Neighborhood endeavors. The Neighborhood Association is open to all who reside or do business therein.

## MIRAMONTE NEIGHBORHOOD PLAN IMPLEMENTATION

The Miramonte Neighborhood is currently under the guidance of the 1995 City of Tucson Alvernon-Broadway Area Plan (Appendix C). It is the intent of the Miramonte Neighborhood Plan to further refine the content of the Alvernon-Broadway Area Plan with respect to the Miramonte Neighborhood. Where the two plans conflict, it is intended that the Miramonte Neighborhood Plan would supersede the 1995 Alvernon-Broadway Area Plan. For topics not discussed in the Miramonte Neighborhood Plan, the language of the 1995 Alvernon-Broadway Area Plan would prevail.

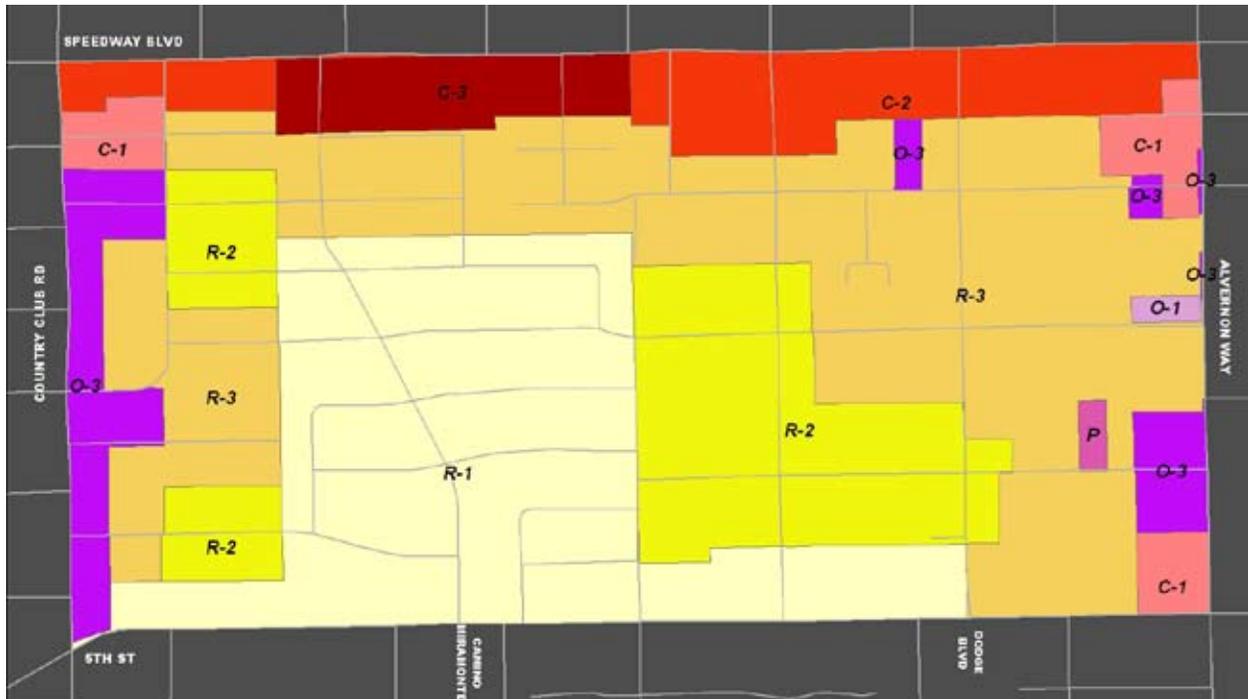
The policies and recommendations in the Miramonte Neighborhood Plan are implemented through rezonings, new zoning regulations adopted by ordinance, public works projects (including road, sewer, and other public facilities improvements), and public real property acquisition. The rezoning process is the primary implementation tool for the Plan. (Exhibit 1 shows the zoning in the Miramonte Neighborhood.) The following covers the major areas of application of the Plan.

1. Applications for rezoning are initially reviewed for compliance with both land use and design guidelines established by the Plan. If the requested rezoning does not comply with land use policies or does not demonstrate mitigation of negative impacts through application of design guidelines or other techniques, the need for an amendment to the Plan is determined by the Planning Director before the rezoning process can be initiated. The Mayor and Council have provided policy direction for both Area and Neighborhood Plans that limits amendments for two years after Plan adoption.
2. If a requested rezoning complies with Plan policies, the rezoning is processed through general agency review. As part of this evaluation, staff may recommend rezoning conditions that may modify the requested use or design of the project.
3. Plan policies are used to review development plans and subdivision plats related to rezoning requests. This review process is coordinated by the Community Design Review Committee (CDRC).
4. Plan policies are used in evaluations of Residential Cluster Project (RCP) subdivisions.
5. Plan policies are used in staff review of requests to vacate City property.
6. Plan policies are also used to establish and guide the design of Capital Improvement Projects (CIPs). In some cases it may provide guidance in the interaction between neighborhoods and larger CIPs.
7. Plan policies are used in formulation of staff's position on variance requests from the Zoning Code.
8. If in the future Mayor and Council approve neighborhood plans for other decision-making purposes than those previously mentioned, these plan policies will apply.

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9. Beyond its regulatory role, the Plan is intended to function as a strategic plan for the Neighborhood. Many goals, policies, and strategies listed in the Plan are intended as a guide to assist in the implementation of neighborhood physical and organizational improvements.
10. It is recognized that a plan is only as good as the intentions of the people who implement it. Good development can occur within difficult constraints and poor quality and inappropriate development can occur despite a neighborhood's best efforts to prevent it. This Plan is intended to set out design, planning, and development intentions so that those involved in development and redevelopment can calibrate their proposals to meet the desires and expectations of the residents of the Miramonte Neighborhood.

## Exhibit 1: Zoning in the Miramonte Neighborhood



	R-1	Single Family Residential
	R-2	Medium Density Residential
	R-3	High Density Residential
	O-1	Low Intensity Office
	O-3	Office
	C-1	Local Commercial
	C-2	General Commercial
	C-3	Intensive Commercial
	P	Parking

**Source:** City of Tucson Land Use Code, Chapter 23 of the Tucson Code

## **MIRAMONTE NEIGHBORHOOD PROGRESS ASSESSMENT**

To determine the Neighborhood's progress in meeting the goals included in this Plan, the Neighborhood Association Board is encouraged to amend its bylaws to conduct a regular assessment and document the results. Such an assessment should consider, among other issues deemed important by the Association, the following:

- A yearly record of rezoning and other development requests reviewed by the Neighborhood using the Neighborhood Plan for guidance; the Neighborhood Association Board's recommendation; and the Mayor and Council's decision.
- A yearly record of specific activities or projects undertaken to advance each goal, including, but not limited to, a brief description of the activity or project, the neighbors involved, the timeframe, people, organization, and agencies contacted for technical assistance, the resources expended (e.g., funds, labor, in-kind contributions), any major obstacles, and the outcome.

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## GOAL #1: NEIGHBORHOOD INFILL COMPATIBILITY

**Promote compatible infill development within the Neighborhood.**

### Policy 1.1

*Preserve the character of the Neighborhood by ensuring that future land use makes a positive contribution to the Neighborhood through application of the following Neighborhood values.*

- Increased homeownership in both low and higher density development
- A diverse mix of land uses that contributes to the traditional character of the Neighborhood
- Carefully designed transitions between land uses
- Provision of functional open space in all residential zones
- A safe, attractive, and functional pedestrian environment
- Green and sustainable development (e.g., water harvesting, energy conservation, alternative energy sources, alternate modes of transportation, covered parking)
- The maximum use of native and/or drought tolerant plant materials
- Full involvement of residents and stakeholders in Neighborhood decisions



*Water Harvesting at Neighborhood Residence*

### Strategies:

**1.1.1** - Since the current land use code allows much greater lot coverage and density than was the norm when most construction was completed in Miramonte Neighborhood, the Neighborhood should work constructively with developers to ensure that higher density development is of high quality and that Neighborhood values (see above) are incorporated into projects. To the extent possible, ensure that the scale respects adjacent neighbors.

**1.1.2** - Work with partners, including the City of Tucson, University of Arizona, Pima County, Arizona Multi-Housing Association, and non-profit and for-profit developers to explore alternatives for the development of housing that is affordable for entry level workers, such as teachers, firefighters, police, healthcare, and childcare workers.

**Policy 1.2**

*Work with the existing development procedures to be sure that neighbors have an opportunity to be active participants in decisions that affect land use in the Neighborhood.*

**Strategies:**

**1.2.1** - The Miramonte Neighborhood Association (in so long as it continues as a registered neighborhood association) shall be notified of any proposed Variance Application (to the City of Tucson Board of Adjustment) or of any proposed Design Development Option (DDO). The applicant should meet with the Miramonte Neighborhood Association Board for review and comment.

**1.2.2** - Neighbors should be part of the approval process for a Residential Cluster Project (RCP) or its successor. The elements of this Plan and especially the Neighborhood values (see Policy 1.1) should be included in the developer's RCP proposal where practical to ensure that new infill development is an asset to the existing Neighborhood. Conformance with these Neighborhood Plan principles, in turn, should give developers more confidence in Neighborhood support for their proposed development. Ideas contained in the Site Development Workshop Summary (Appendix D) can guide this process.



*Completed Infill Project*



*Infill Project Under Development*

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**GOAL #2: NEIGHBORHOOD PRESERVATION AND REHABILITATION**

**Preserve the historic/traditional character of the Neighborhood, protect the existing low-density areas of the Neighborhood, and increase owner occupancy of residences.**

**Policy 2.1**

*Protect historic architecture of the Neighborhood.*

**Strategies:**

**2.1.1** - Consider historic designation through the 1950's multi-use program of the National Register of Historic Places, which establishes the possibility of protecting historic buildings from demolition. Applicable uses include residential compounds, businesses, and strip malls in addition to single-family houses and apartment buildings.

**2.1.2** - Encourage maintenance and preservation of potentially eligible structures in the Neighborhood.

**2.1.3** - Demolition of a historic property can cause an irreplaceable loss to the quality and character of the Miramonte Neighborhood. However, it is recognized that there can be circumstances beyond the control of a property owner that may result in the necessary demolition of a structure within Miramonte. These circumstances include a building that constitutes an imminent safety hazard, involves a resource whose loss does not diminish or adversely affect the integrity of the Neighborhood, or imposes an unreasonable economic hardship on its owners. It shall be the policy of the Miramonte Neighborhood Plan to protect historic buildings from demolition whenever possible.

**Policy 2.2**

*Protect historic sites and landscapes in the Neighborhood*

**Strategies:**

**2.2.1** - Support a joint community-church planning process to assist in the development of a long-range plan for preservation and economic sustainability of the Benedictine Monastery as an important historic site, including preservation of the landscape buffering.



*Mature Oleander Landscaping Along Historic Benedictine Monastery Northern Boundary, Third St.*



*St. Mark's Community Garden, Third St.*

**2.2.2** - Support a joint neighborhood-church planning process with St. Mark's Presbyterian Church and Pre-School in the interest of preserving this facility as a historic site, enhancing its streetscape, reducing the heat island effect, and utilizing the community garden, basketball court, and open space that St. Mark's has been sharing with the Neighborhood.

### **Policy 2.3**

*Protect the residential character.*

#### **Strategies:**

**2.3.1** - Any requests for upward changes in zoning and for amendments to the Alvernon-Broadway Area Plan shall comply with City of Tucson Development Standards; the applicant shall make a presentation, in accordance with City of Tucson Plan Amendment Procedures, and address why the amendment is necessary; how it is consistent with the overall goals of the Plan; and how it will benefit the area. Other relevant considerations for the plan amendment proposal should also include a justification of why the amendment is consistent with (a) preservation of existing R-1 and R-2, and (b) confinement of commercial, office, and parking zones to the perimeter area as shown in Exhibit 2.

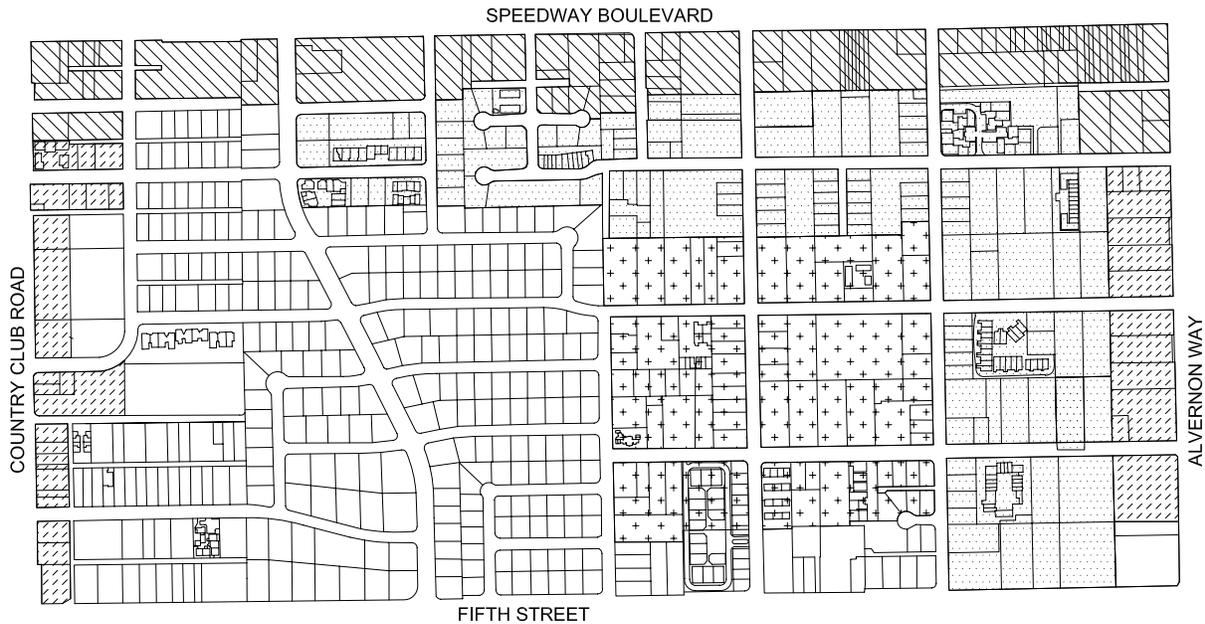
**2.3.2** - Encourage proposed development that is two-story owner-occupied units in R-3 (see Policy 1.1.).

**2.3.3** - Evaluate any variance requests for new development or redevelopment to ensure that such actions are in keeping with the Neighborhood values (see Policy 1.1), and that they preserve the surrounding residential character.

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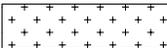
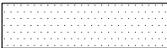
**Exhibit 2: Miramonte Neighborhood Conceptual Land Use Map**

**Note:** This map is based on, and consistent with, the Alvernon-Broadway Area Plan Conceptual Land Use Map on page 21 of the City of Tucson, Alvernon-Broadway Area Plan (Adopted 1995, Amendments Aug. 1998, Oct. 1998, and Sept. 2000).



**Miramonte Neighborhood  
Conceptual Land Use**

**Legend**

	Low Density Residential
	Medium Density Residential
	High Density Residential
	Office/High Density Residential
	Commercial/Office/High Density Residential



## GOAL #3: NEIGHBORHOOD TRANSITIONS

**Create transitions between different density residential districts and between residential and commercial districts to preserve the residential character of the Neighborhood.**

### Policy 3.1

*Encourage good design to help make successful transitions between commercial and residential uses. (See Policy 1.1, Neighborhood Values.)*

#### Strategies:

**3.1.1** - Ensure that new commercial development facing arterials is well designed and presents a welcoming appearance and functional connectivity to the Neighborhood for pedestrians and bicycles. Provide good quality bike racks as part of this effort.

**3.1.2** - Provide ample landscape, shade trees, and screening in parking areas adjacent to residential property.

**3.1.3** - Provide appropriate access from the arterials for trucks serving the Neighborhood commercial areas. Discourage automobile and truck access into arterial commercial development from the Neighborhood side. Businesses should communicate appropriate access points to delivery drivers.



*Mature Landscaping Providing Screening for a Multi-Story Apartment on Fourth St.*

### Policy 3.2

*Encourage good design to help make successful transitions between low density and higher density residential development. (See Policy 1.1, Neighborhood Values.)*

#### Strategies:

**3.2.1** - Encourage developers of higher density housing to step down heights and densities to the property edges.

**3.2.2** - Use extensive landscape plant materials and screening to buffer the edges of higher density residential development.

**3.2.3** - Locate on-site parking areas away from the streetscape, incorporating screening between the parking area and curb.

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**GOAL #4: NEIGHBORHOOD INFRASTRUCTURE ENHANCEMENT**

**Enhance the beauty and quality of life for Neighborhood residents by increasing public amenities and creating a safe and enjoyable living environment.**

**Policy 4.1**

*Protect, utilize, and improve public landscape and streetscape enhancements with a focus on vegetation, including shade trees, neighborhood edges and nodes, and traffic calming.*

**Exhibit 3: Preliminary Landscape Concept**



*Source:* Appendix E, Miramonte Neighborhood Preliminary Physical Plan

**Strategies:**

**4.1.1** - In the summer and fall of 2006, the Neighborhood worked with the landscape design professional staff of the Drachman Institute to develop a preliminary, illustrative landscape and streetscape master plan for the Neighborhood (Appendix E). Exhibit 3 presents a drawing of the preliminary landscape concept. Utilize the preliminary concepts in the master plan as a starting point for a series of public right-of-way improvements implemented by public agencies through public funds. The preliminary concepts include, but are not limited to:

- Neighborhood entry features (gateways) at appropriate locations, such as Camino Miramonte/First Street, Camino Miramonte/Fifth Street, Third Street/Country Club Road, Third Street/Alvernon Way, and Dodge Boulevard/Fifth Street
- Nodes with benches and shade
- Good drainage and water-management, including water-harvesting and reclaimed water for irrigation
- Walkways with a variety of character, with priority to the completion of ADA compliant sidewalks on the north side of Fifth Street
- Pedestrian-level lighting
- Bike racks, trash cans, and benches at Sun Tran bus stops
- Safe interfaces and separations among pedestrians, bicycles, and vehicles
- Pedestrian crosswalks at appropriate locations
- Screening of unattractive urban landscape elements (e.g., trash; dumpsters; meters, such as water and gas meters)
- Buffers for noise mitigation
- Shade
- Varied landscape design themes (working in conjunction with Trees for Tucson) that enhance the Neighborhood character and are compatible with the nature theme in Miramonte Park.
- Traffic calming elements, such as bump-outs and visual narrowing with landscape
- Enforcement of parking regulations to preserve the right-of-way for pedestrian use
- Appropriately screened and landscaped areas to conceal front yard parking



*Family Pushes Strollers Along Terra Alta*

**4.1.2** - At the 2007 Miramonte Neighborhood Association Annual Meeting, attendees prioritized possible infrastructure improvements requiring funding. Traffic mitigation and walking paths were selected as most desired. Attendees also prioritized the streets for improvement as presented in Appendix F. Camino Miramonte was indicated as the first priority and Third Street as the second priority.

Improvements for Camino Miramonte suggested through the Neighborhood's participation in developing the preliminary, illustrative landscape and streetscape master plan described in Strategy 4.1.1 include, but are not limited to:

- Traffic calming techniques to discourage through traffic

## June 17, 2008

- Improved intersection with Third Street for safety and convenience of bicyclists and pedestrians
- Improved intersection with the El Rancho parking lot for traffic safety
- Walking paths in the existing right-of-way
- Landscaping utilizing water harvesting to provide shade on the walking paths
- Neighborhood signage/gateways at Camino Miramonte/First Street and Camino Miramonte/Fifth Street

Improvements for Third Street suggested through the Neighborhood's participation in developing the preliminary, illustrative landscape and streetscape master plan described in Strategy 4.1.1 include, but are not limited to:

- Continuous sidewalks to protect pedestrians from vehicles and bicycles
- Enforcement of lights on bicycles after dark
- Street lighting
- Neighborhood signage (gateways) at Third Street/Country Club Road and Third Street/Alvernon Way
- Plantings utilizing water harvesting to continue the nature theme of Miramonte Park
- Assessment of the flooding of the area between Richey Boulevard and Dodge Boulevard



*Signalized Third St. Bicycle Crossing at Country Club Rd.*

**4.1.3** - Pursue a creative funding approach for infrastructure enhancements using various neighborhood and public infrastructure improvement funding sources, such as City of Tucson Back to Basics funds, Pima County Neighborhood Reinvestment funds, Regional Transportation Authority (RTA) funds, Highway User Revenue Funds (HURF), Federal Transportation Enhancement funds, or other dedicated transportation dollars. Work with the City of Tucson Department of Transportation, City of Tucson Ward Six Council Office, Pima County, the Regional Transportation Authority, the University of Arizona, and other entities in pursuing the previously mentioned funding sources and/or in identifying other appropriate funding sources for detailed planning, design, and implementation of the landscape and streetscape master plan concepts.

**4.1.4** - Assist property owners in the design of their individual landscapes through workshops, how-to booklets, and technical assistance programs.

**Policy 4.2**

*Make the Neighborhood more attractive by mitigating clutter and unattractive visual elements.*

**Strategies:**

**4.2.1** - Pursue having utilities put underground, leaving an unobstructed view of the sky and the mountains. Talk with Tucson Electric Power Company about opportunities for the Neighborhood to have underground electric lines.



*Neighborhood Views Often Include Unscreened Trash Containers and Overhead Utilities*

**4.2.2** - Set up a committee to research screening techniques that would be compatible with the Neighborhood, appropriate for different sized trash containers, and acceptable to the City of Tucson Department of Solid Waste. Through mailings, workshops, and other informational techniques, promote the use of such screening techniques. Work to eliminate over-sized dumpsters and to screen all dumpsters and trash collection containers.

**June 17, 2008**

**GOAL #5: NEIGHBORHOOD SAFETY AND PROPERTY  
MAINTENANCE**

**Protect the safety of all Neighborhood residents and maintain the attractiveness of the Neighborhood with the support of the City of Tucson.**

**Policy 5.1**

*Support a plan for neighborhood crime prevention that is developed in coordination with the Ward Six Council Office and the City of Tucson Police Department.*

**Strategies:**

**5.1.1** - Work with the Ward Six Council Office, the City of Tucson Police Department, and the University of Arizona Campus Police, to determine the locations and types of crime occurring in the Neighborhood.

**5.1.2** – Disseminate information about crime incidents through neighborhood communication networks.

**5.1.3** - Encourage Neighborhood Watch Groups and participation in the Crime Free Multi-Housing Program. Encourage the use by landlords of the crime-free residents’ lease addendum.

**5.1.4** - Request increased police presence (bicycles or cruisers) in the Neighborhood.

**5.1.5** – Encourage lighting and appropriate landscaping for visibility, as well as safe by design techniques

**Policy 5.2**

*Promote the safety and beauty of the Neighborhood through consistent maintenance of public and private property.*

**Strategies:**

**5.2.1** - Develop strategies to improve compliance with the City of Tucson “Neighborhood Preservation Ordinance,” which was enacted in 2003 to establish minimum standards for the maintenance of all residential and nonresidential buildings and property.

**5.2.2** - Distribute appropriate information to residents and landlords regarding the 2003 City of Tucson’s “Neighborhood Preservation Ordinance” through newsletters and the “Welcome to Miramonte Neighborhood” brochure for new neighbors.

## GOAL #6: NEIGHBORHOOD INVOLVEMENT OPPORTUNITIES

**Fully involve all residents and stakeholders in Neighborhood governance and citizen participation, with the support of the City of Tucson, to ensure the success of Neighborhood programs, activities, and improvements.**

### Policy 6.1

*Promote the involvement of residents, non-profits, businesses, landlords, and organizations in the governance and activities of the Neighborhood.*

### Strategies:

**6.1.1** - Encourage Neighborhood volunteers to seek appointments to various City and County Committees and to become educated in issues of importance to the Neighborhood.

**6.1.2** - Encourage communication among interest groups within the Neighborhood, such as the apartment owners/managers and business owners/managers, to explore how they could become more actively involved in the Neighborhood.

**6.1.3** - Increase involvement in existing Miramonte Neighborhood Association activities, including membership on the Board, participation in MNAction, and monitoring Miramonte Park.

**6.1.4** - Initiate and continue Neighborhood betterment activities, such as Neighborhood clean-up days, Neighborhood yard sales, Neighborhood Watch Group, Benedictine Monastery Preservation Group, and Neighborhood Care (enabling senior citizens to remain in their homes).



*Neighbors Use Miramonte Park to Meet*

**6.1.5** - Plan special events at Miramonte Park, such as the family Halloween Party, Take-Back-the-Night Celebration, and other holiday festivities.

**6.1.6** - Develop and promote additional Neighborhood amenities, such as St. Mark's basketball court, open grounds, and community garden plots.

**6.1.7** - Consult with PRO Neighborhoods or other non-profits to develop ideas to involve renters in the life of the Neighborhood.

**6.1.8** - Work constructively with other Neighborhood Associations for the betterment of the entire community.

**May 2008**

# **Miramonte Neighborhood Plan**

***Appendices A - F***

***(Please click on bookmarks  
to the left)***





*Appendix A*

# Miramonte Neighborhood

Process for the Development  
of an  
Official Neighborhood Plan

April 2006



The Drachman Institute

College of Architecture and Landscape Architecture  
UNIVERSITY OF ARIZONA, TUCSON, ARIZONA



Drachman Institute  
College of Architecture and Landscape Architecture  
The University of Arizona

# Community Outreach Partnership Planning and Design Center

Corky Poster, Director  
Marilyn Robinson, Associate Director  
Laura Carr, Staff

Students:  
Brandusa Bularca, Katy Hoogerwerf, Derek Eysenbach



# Series of Public Meetings

Wednesdays, 7 to 9 PM

Ward VI Office, 3202 East First Street, Tucson

- April 19, 2006      Neighborhood Inventory & Analysis
- May 17, 2006      Neighborhood Issues & Values to be Preserved; Possible Mechanisms
- June 21, 2006      Draft Plan Concepts
- July 19, 2006      First Draft Plan & Draft Overlay Proposal
- Aug. 16, 2006      Second Draft Plan & Draft Overlay Proposal
- Sep. 20, 2006      Final Plan & Overlay Proposal

# AGENDA: Meeting #1 April 19, 2006

- Introduction of Planning Team
  - Urban Planning & Design, City of Tucson
  - Drachman Institute, University of Arizona
- Description of Plan Development Process & Schedule
- Neighborhood Inventory & Analysis
- Neighborhood Survey
- Neighborhood Plan Steering Committee
- "Assignment" for Next Meeting
- Comments & Questions

# AGENDA: Meeting #1 April 19, 2006

- Introduction of Planning Team

- Urban Planning & Design, City of Tucson
  - Andrew Singelakis
  - Rebecca Ruopp
- Drachman Institute, University of Arizona
  - Corky Poster
  - Marilyn Robinson
  - Laura Carr
  - Brandusa Bularca
  - Katy Hoogerwerf
  - Derek Eysenbach

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

- 1. Neighborhood Inventory & Analysis, April 19th  
presentation & review**
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
5. Draft plan concepts
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis

- 2. Neighborhood response, April 19–May 17th**

Comments, questions, survey, photos; values to be preserved and encouraged

3. Possible mechanisms to be used

4. Steering Committee

5. Draft plan concepts

6. First draft plan and draft overlay proposal

7. Second draft plan and draft overlay proposal

8. Final plan and overlay proposal

9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response

**3. Possible mechanisms, May 17th**  
presentation & review

4. Steering Committee
5. Draft plan concepts
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
- 4. Steering Committee** – form in early May, meet monthly (two week offset) through September or as needed
5. Draft plan concepts
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

## ▪ Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
- 5. Draft plan concepts, June 21st – presentation & review**
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
5. Draft plan concepts

**6. First draft plan and draft overlay proposal,  
July 19th**

7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
5. Draft plan concepts
6. First draft plan and draft overlay proposal
- 7. Second draft plan and draft overlay proposal, Aug. 16<sup>th</sup>**
8. Final plan and overlay proposal
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

- Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
5. Draft plan concepts
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
- 8. Final plan and overlay proposal, Sept. 20th presentation and review**
9. Mayor and Council, Public Hearing

# AGENDA: Meeting #1 April 19, 2006

## ▪ Description of Process & Schedule

1. Neighborhood Inventory & Analysis
2. Neighborhood response
3. Possible mechanisms to be used
4. Steering Committee
5. Draft plan concepts
6. First draft plan and draft overlay proposal
7. Second draft plan and draft overlay proposal
8. Final plan and overlay proposal

**9. Mayor and Council, Public Hearing, October-December**

# AGENDA: Meeting #1 April 19, 2006

- Introduction of Planning Team
  - Urban Planning & Design, City of Tucson
  - Drachman Institute, University of Arizona
- Description of Plan Development Process & Schedule
- **Neighborhood Inventory & Analysis**
- Neighborhood Survey
- Neighborhood Plan Steering Committee
- "Assignment" for Next Meeting
- Comments & Questions



*Appendix B*

# Miramonte Neighborhood Inventory & Analysis

April 2006



The Drachman Institute

College of Architecture and Landscape Architecture  
UNIVERSITY OF ARIZONA, TUCSON, ARIZONA

# Table of Contents

## 1. Introduction

- Location of Miramonte Neighborhood
- Context of neighborhood

## 2. Existing Neighborhood Features

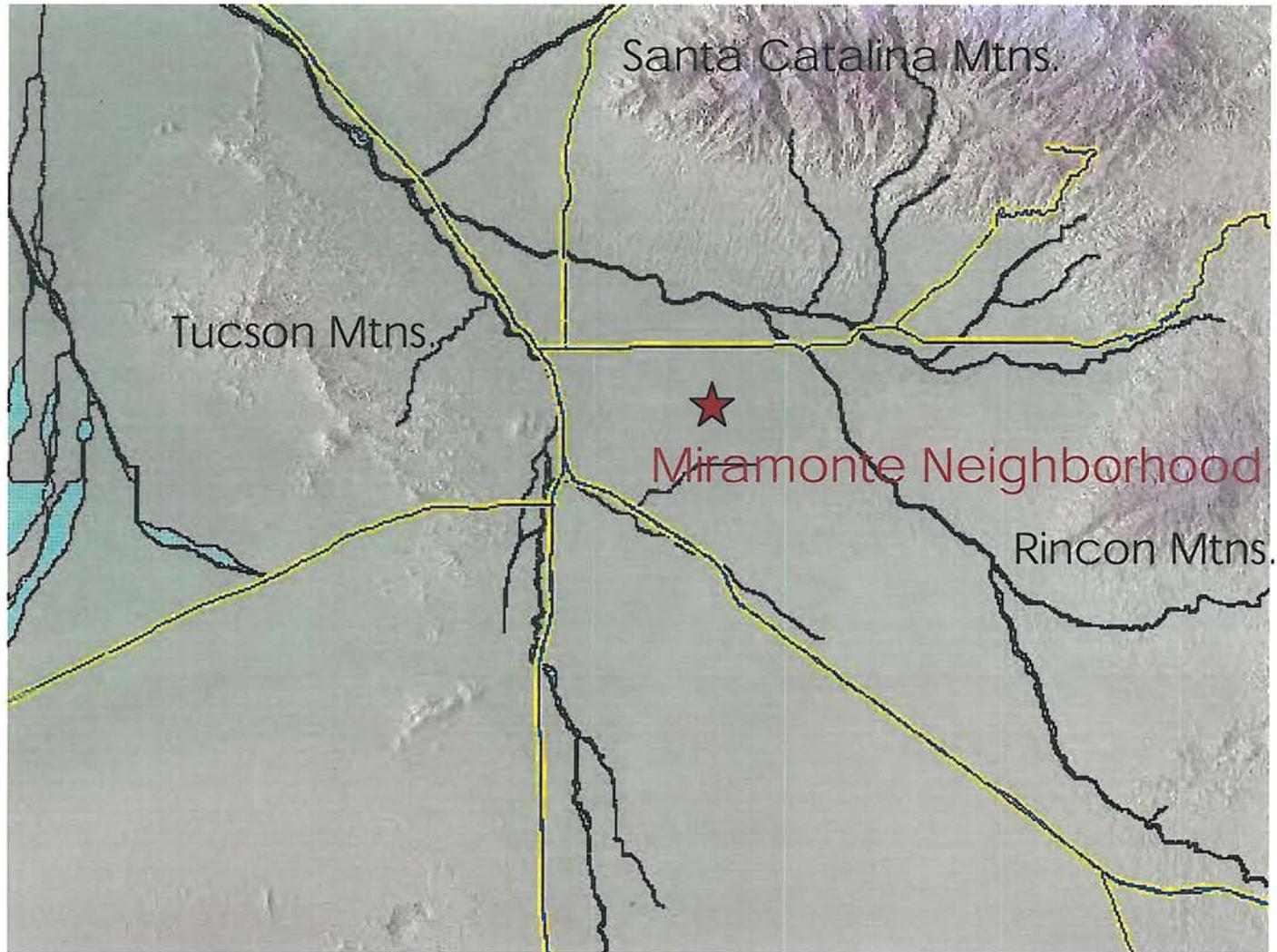
## 3. Miramonte Over Time

## 4. How the Neighborhood Functions

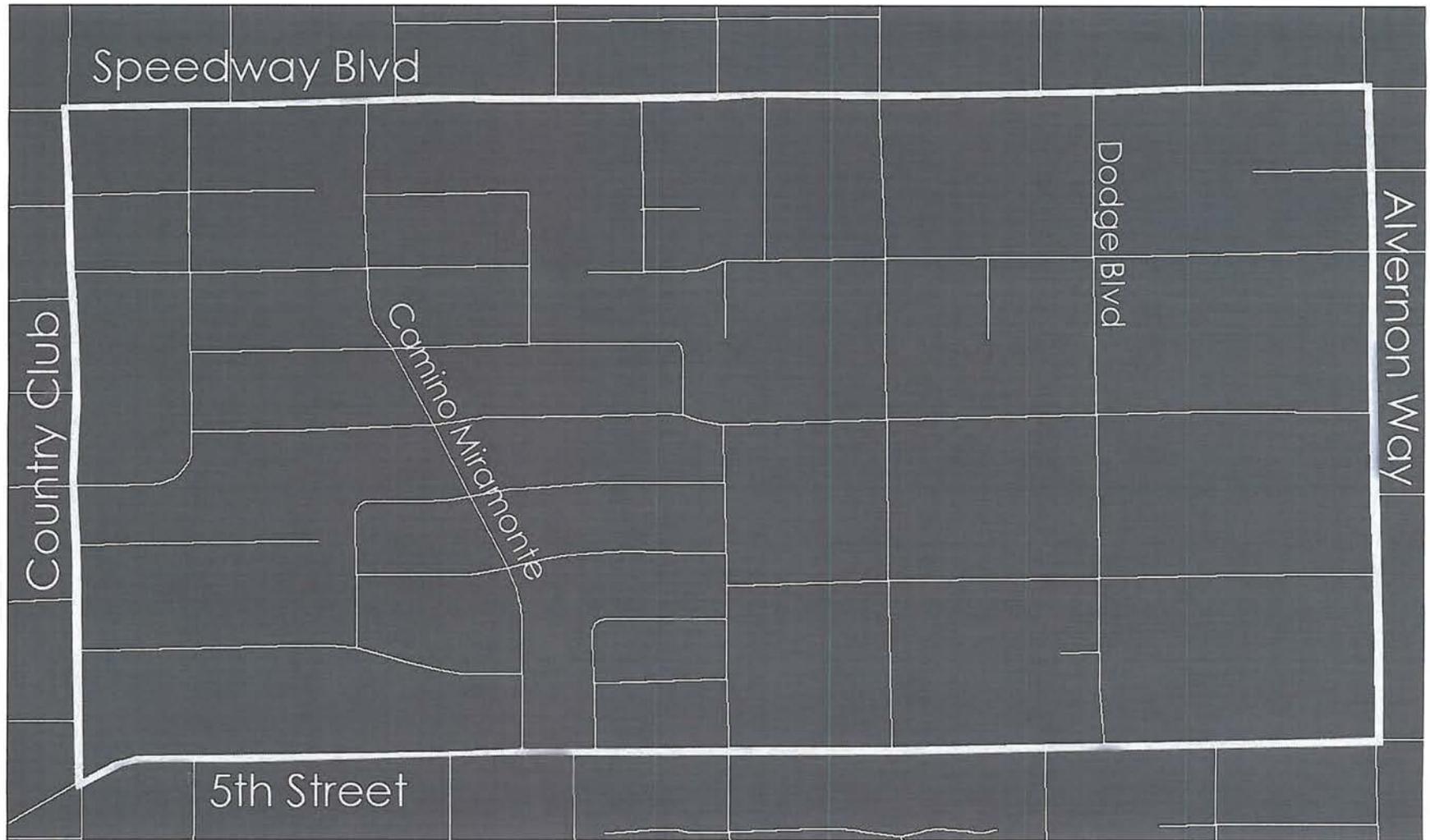
# 1. Introduction

- Location of Miramonte Neighborhood
- Context of neighborhood

# Location

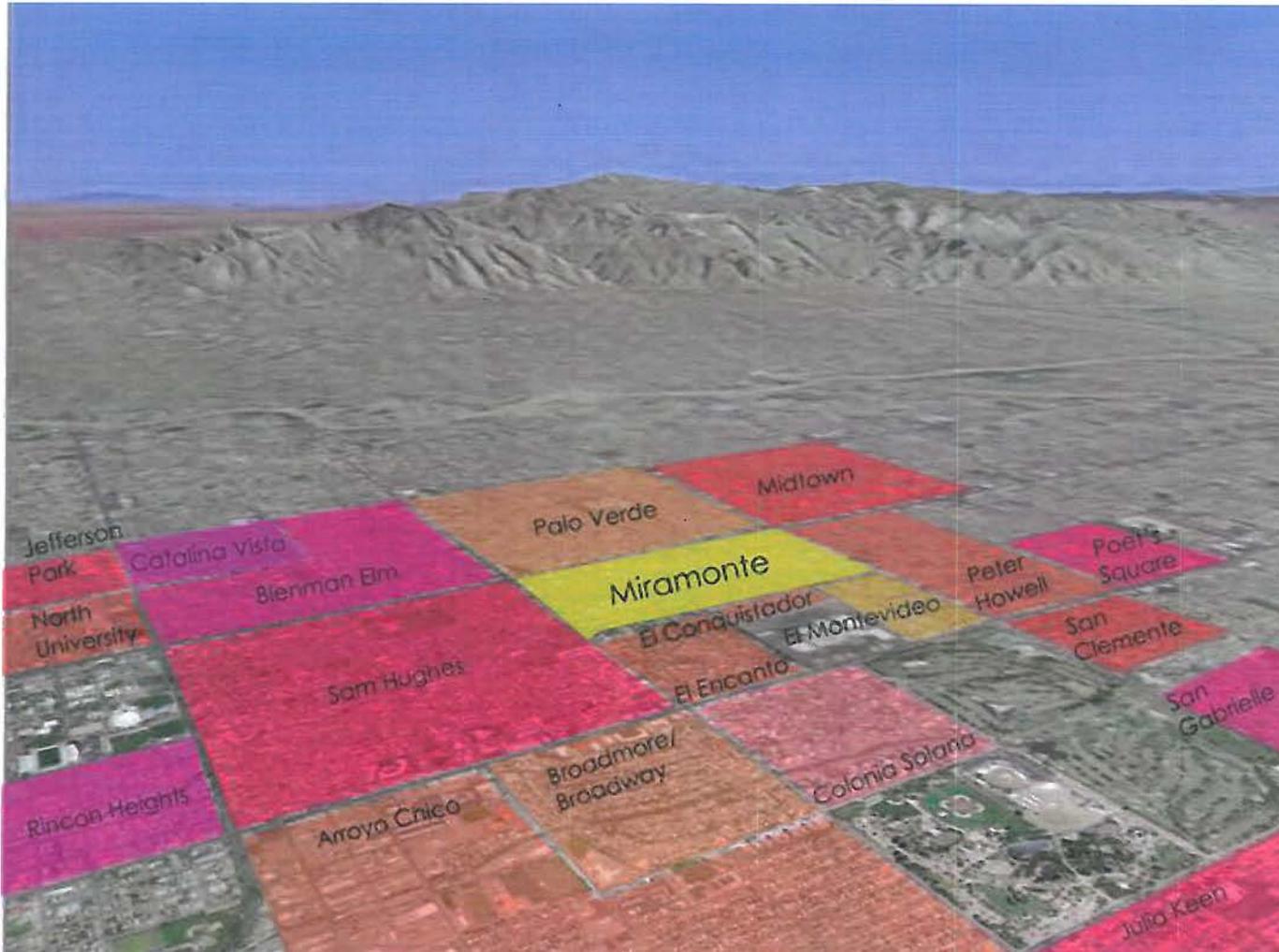


# Neighborhood Boundaries



# Context

## Barrios Surrounding Neighborhoods



• Santa Catalina Mountains

Rillito River

• Miramonte

• Nimitz Park

• Bailety of

• Goldcourse

• Reid Park

Ref: Pima County Map Guide

## 2. Existing Neighborhood Features

Points of interest within the neighborhood

Common landscape materials overview

Visual tour

- Main Thoroughfares
- Architecture
- Streetscapes
- Landscape
- Alleyways & Corridors

# Points of Interest within the Neighborhood

The Commercial "Buffer"  
West Residential Core  
East Residential Core  
Religious Centers  
Educational Centers

Third Street  
Camino Miramonte  
Richey and Dodge Avenues  
Miramonte Pocket Park

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006





## The Commercial "Buffer"

Along Speedway, Country Club and Alvernon, a series of offices, food services, entertainment and medical facilities constitute the public face of Miramonte Neighborhood and also a buffer from the surrounding traffic.

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006





## West Residential Core

The West residential core includes mostly older single-family homes dating from the 1950s. The number of apartment complexes is minimal in this part of the neighborhood. There are a number of cul-de-sacs which developed as an escape from the trap of land-locked properties creating several "mini-communities."

Ref: Windows Local Live Aerial View /Drachman Institute Windshield Survey, January 2006

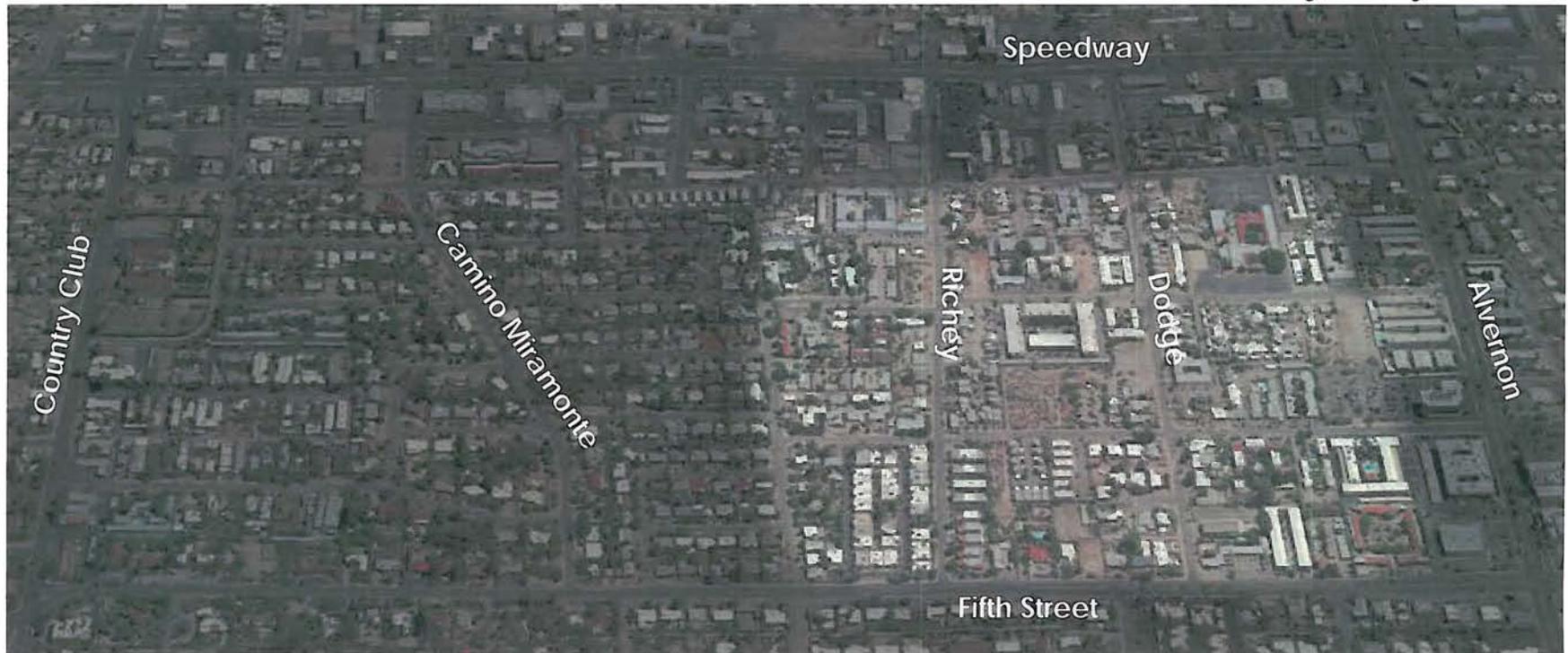




## East Residential Core

By contrast, the East residential core is mostly composed of apartments and large housing complexes which give a different scale and character to this part of the neighborhood.

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006





## Religious Centers

Benedictine Sanctuary of Perpetual Adoration

Ref: Windows Local Live Aerial View /Drachman Institute Windshield Survey, January 2006





# Religious Centers

## St. Mark Presbyterian Church

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006





# Educational Centers

## Desert School Academy

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006

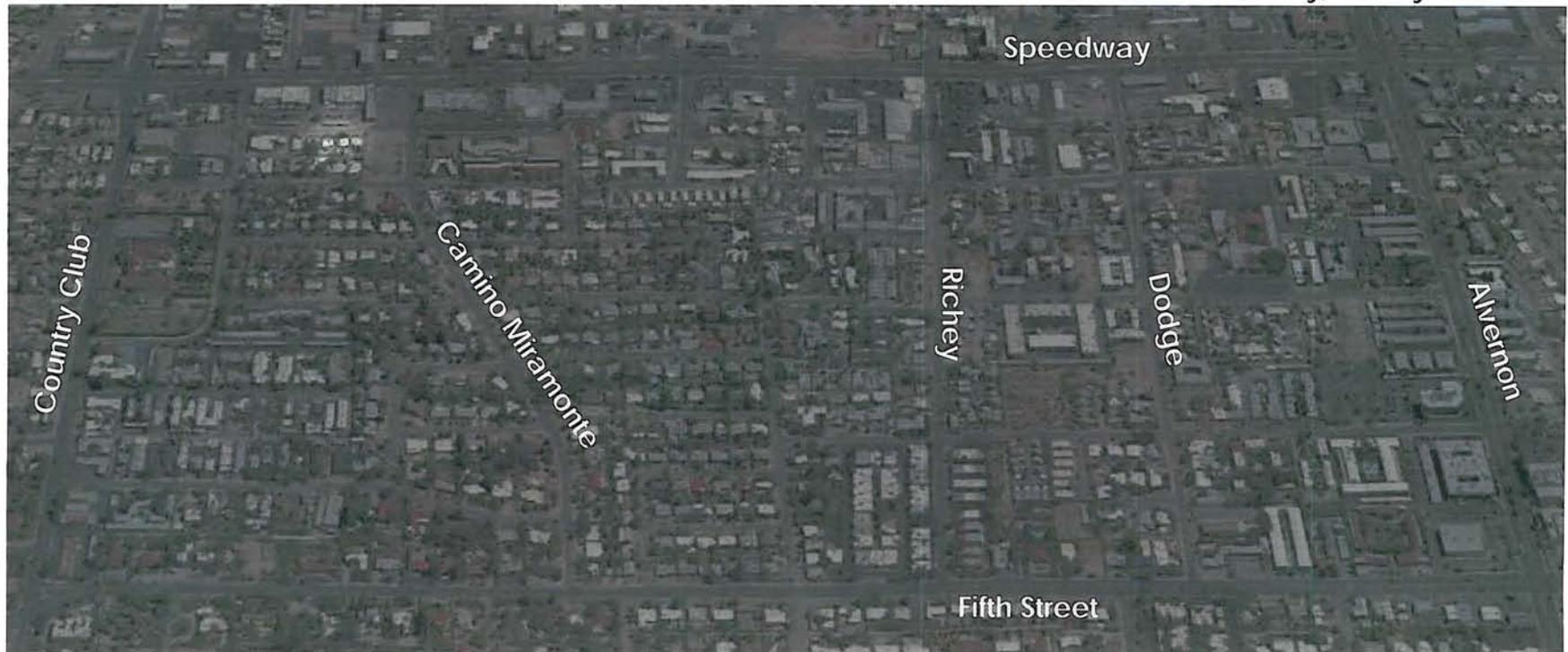




# Educational Centers

## Enchanted Desert School

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006





# Educational Centers

## Small World School (Day Care)

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006

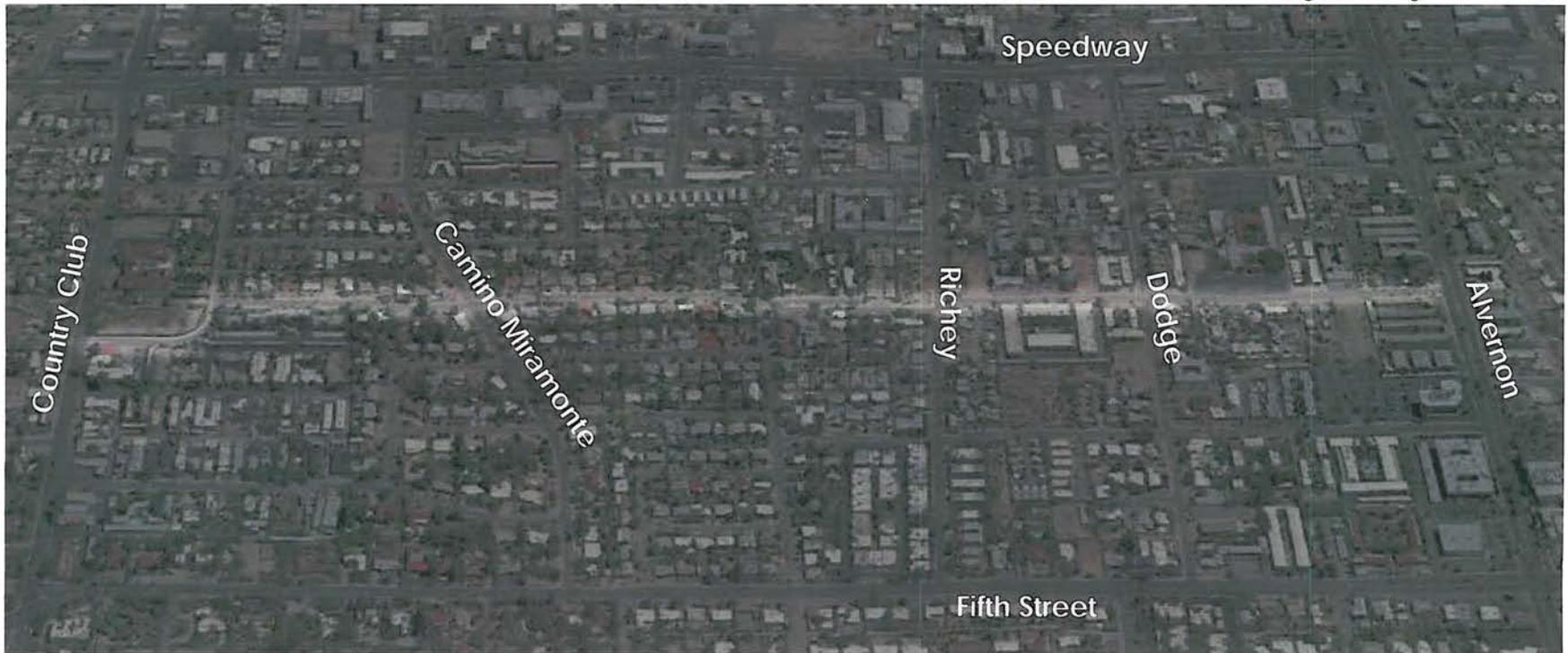




## Third Street

The main East-West traffic corridor within the neighborhood, this street is a designated bike path used by pedestrians, cars and bikes alike. It connects Miramonte Neighborhood with Himmel Park and Library to the West and Peter Howell School to the East. Although it has many speed humps, there are very few sidewalks.

Ref: Windows Local Live Aerial View /Drachman Institute Windshield Survey, January 2006





# Camino Miramonte

This avenue is the main traffic corridor through the West residential core from North to South. It is used for drainage and has no traffic calming devices.

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006

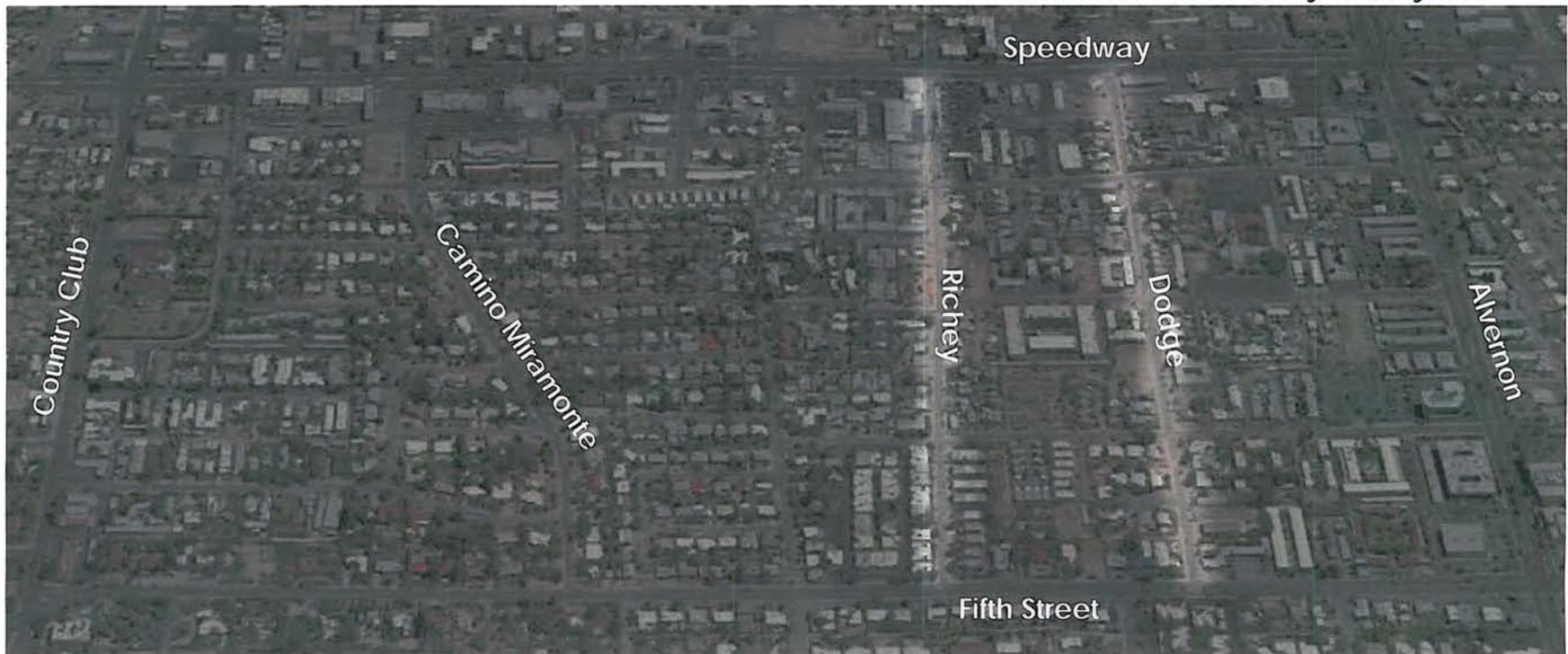




## N Richey and Dodge Avenues

The East residential core feels more permeable to traffic than the West core, due to the two main North-South Avenues crossing it. To reduce car speed and noise, speed bumps have recently been installed on Dodge Avenue.

Ref: Windows Local Live Aerial View /Drachman Institute Windshield Survey, January 2006





## Miramonte Pocket Park

The only park in the neighborhood, this pocket of desert landscape represents two identified values of the Miramonte Neighborhood: increased vegetation and the connection, through views, with the Santa Catalina Mountains.

Ref: Windows Local Live Aerial View /Drachman Institute Windshield Survey, January 2006

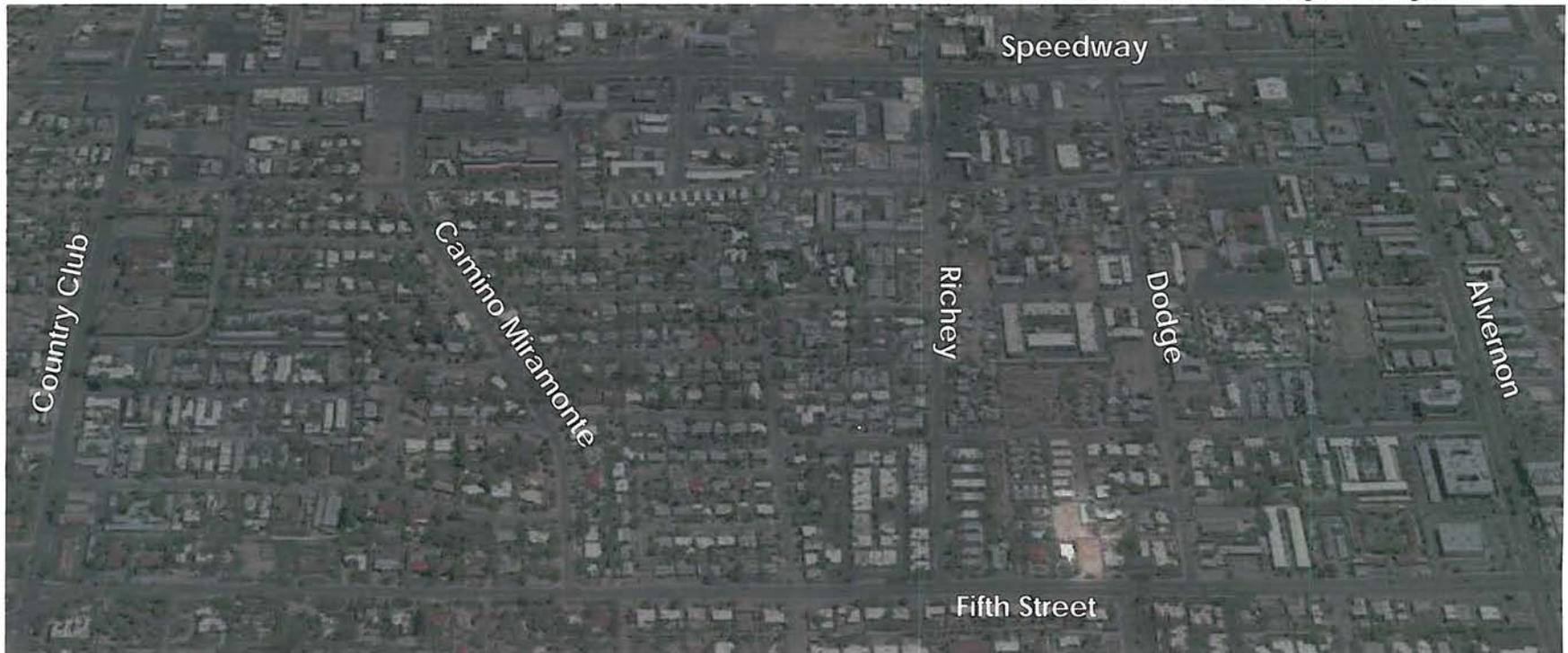




## The "Stone Walls" of Miramonte

This sculptural stone wall is on a landlocked property hidden from the eye of the fast passerby. However, its story, known by some Miramonte residents, makes it a potential value waiting to be discovered and celebrated.

Ref: Windows Local Live Aerial View /Drachman  
Institute Windshield Survey, January 2006



# Common Landscape Materials in the Neighborhood

## Native Species



## Exotic Species



# Miramonte Inventory & Analysis Visual Tour

Introduction

Existing Features

Miramonte Over Time

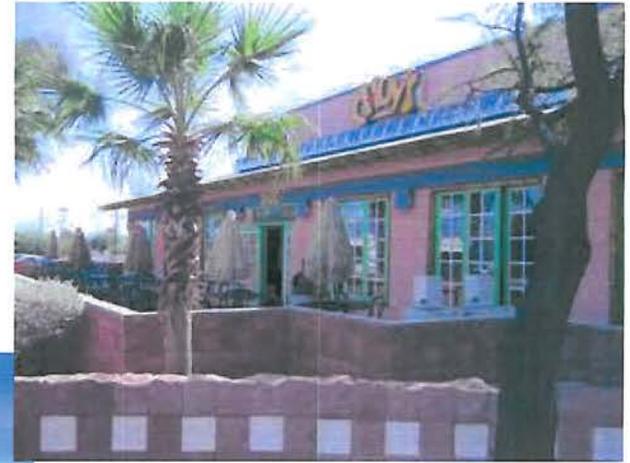
Function

# West Coast Residential Block



# Visual Tour

## The Commercial "Buffer"



## Visual Tour - The "Buffer" Architecture





**Fifth Street/Country Club Intersection**



**Speedway Blvd.**



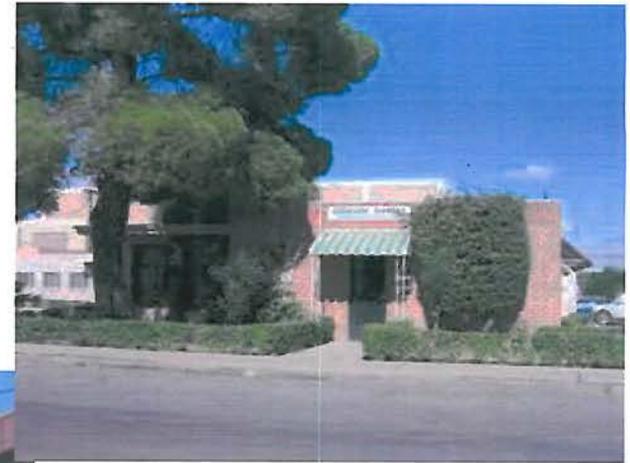
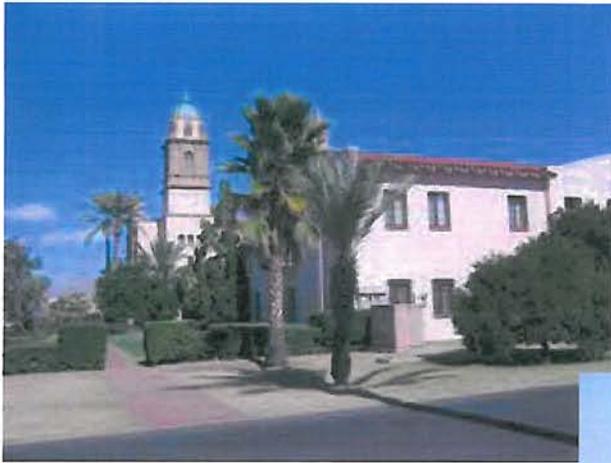
**Country Club Rd.**



**Alvernon Way**

## Visual Tour - The "Buffer" Streetscapes





## Visual Tour - The "Buffer" Landscape



# Visual Tour West Residential Core

Introduction

**Existing Features**

Miramonte Over Time

Function



## Visual Tour – The Western Core Architecture



Introduction

Existing Features

Miramonte Over Time

Function



## Visual Tour - The Western Core Streetscape





## Visual Tour – The Western Core Landscape



# Visual Tour East Residential Core

Introduction

**Existing Features**

Miramonte Over Time

Function



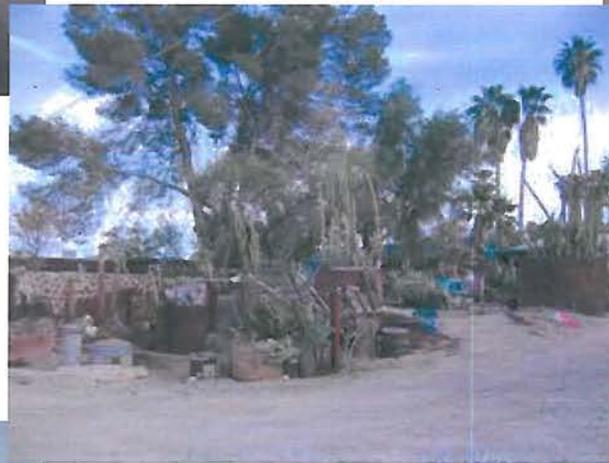
## Visual Tour – The Eastern Core Architecture





## Visual Tour - The Eastern Core Streetscapes

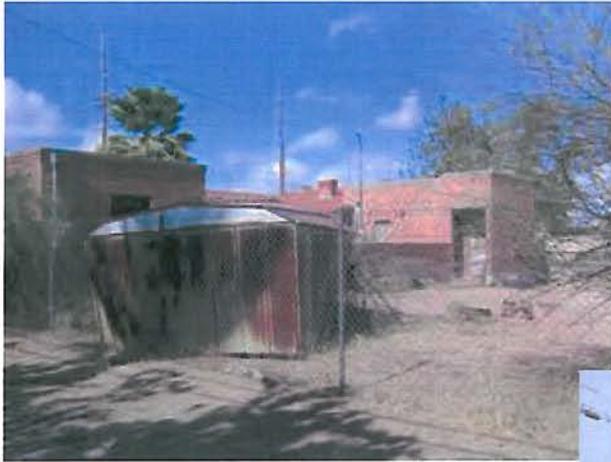




## Visual Tour - The Eastern Core Landscape



# Visual Tour Alleyways & Corridors



# Alleyways & Corridors



# 3. The Neighborhood Over Time

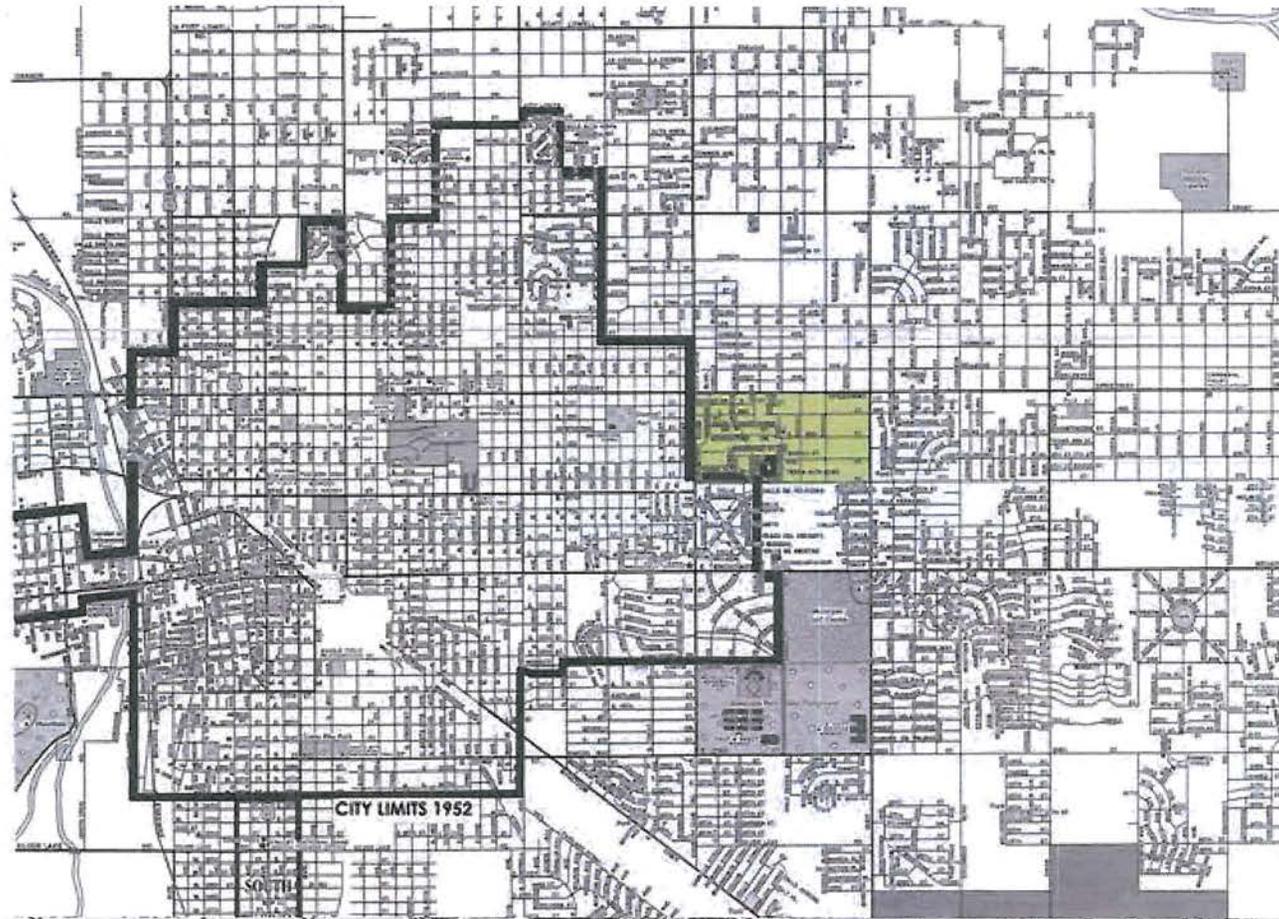
History of Miramonte Neighborhood

Development by Decade

Demographics – 1970 to 2000

Crime – 2002 to 2005

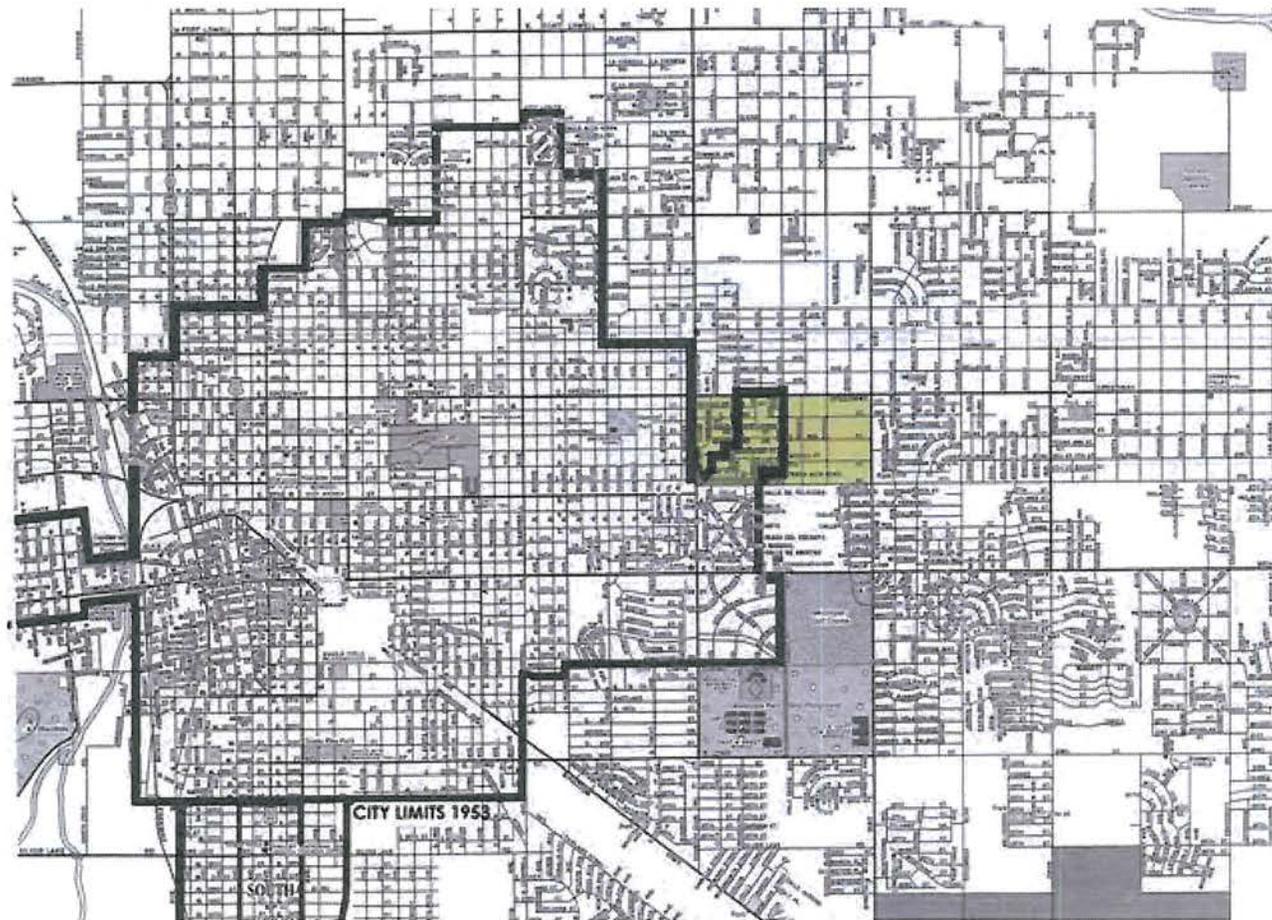
# History of Miramonte



C. 1952 (City Limits)

Ref: Arizona Historical Society

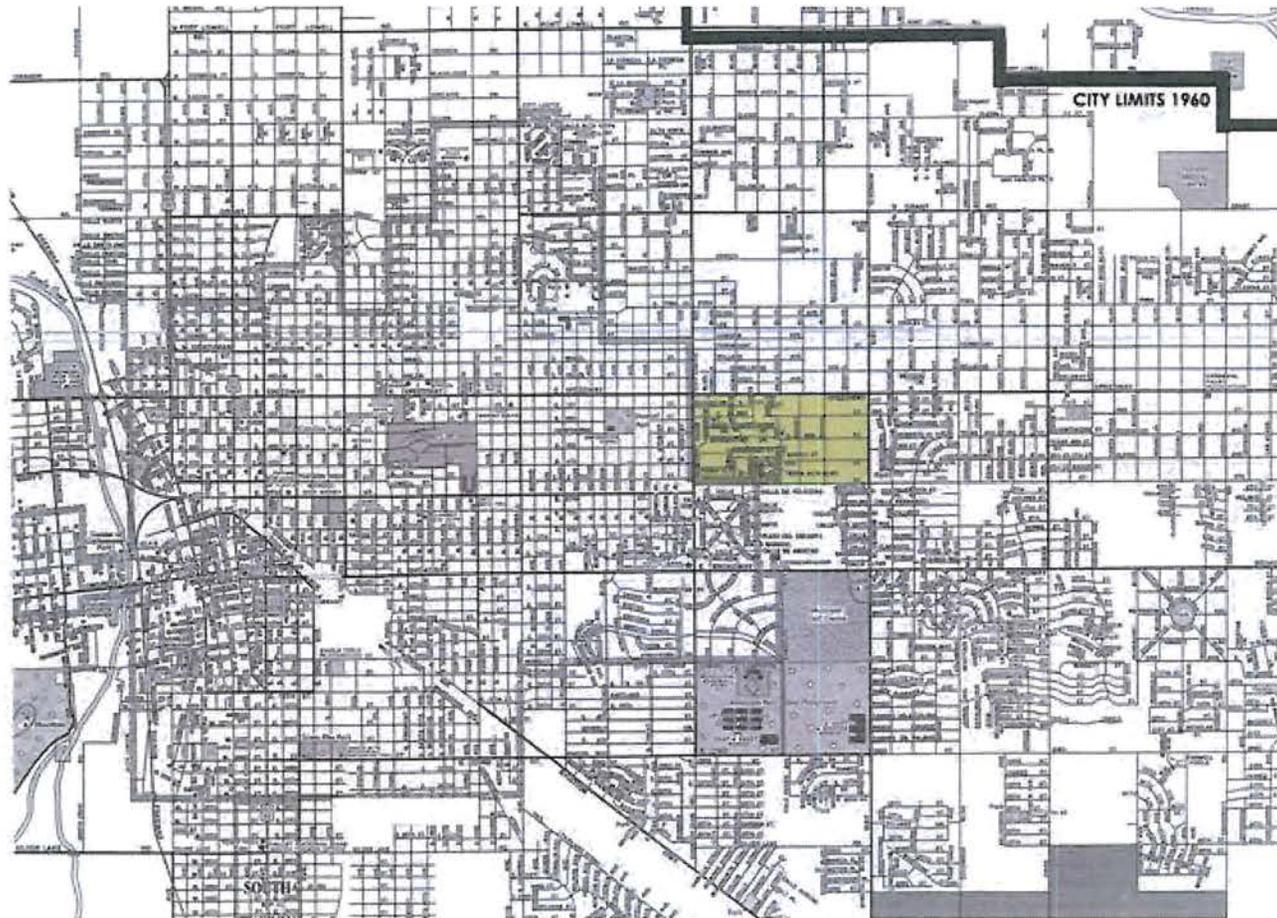
# History of Miramonte



C. 1953 (City Limits)

Ref: Arizona Historical Society

# History of Miramonte



C. 1960 (City Limits)

Ref: Arizona Historical Society

# Miramonte Neighborhood Over Time Development by Decade

# Development by Decade



■ 1920-1929

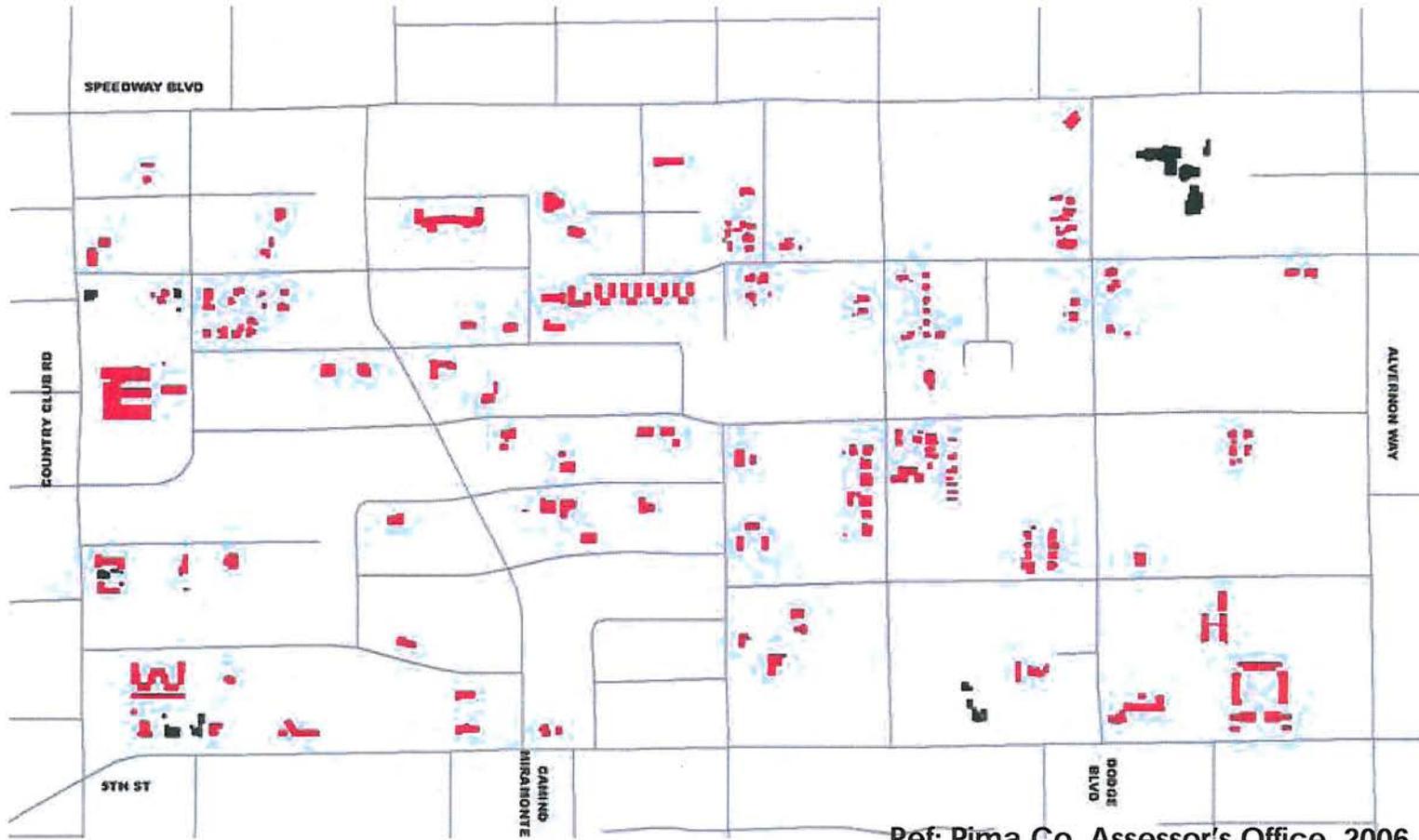
# Development by Decade



■ 1930-1939

Ref: Pima Co. Assessor's Office 2006

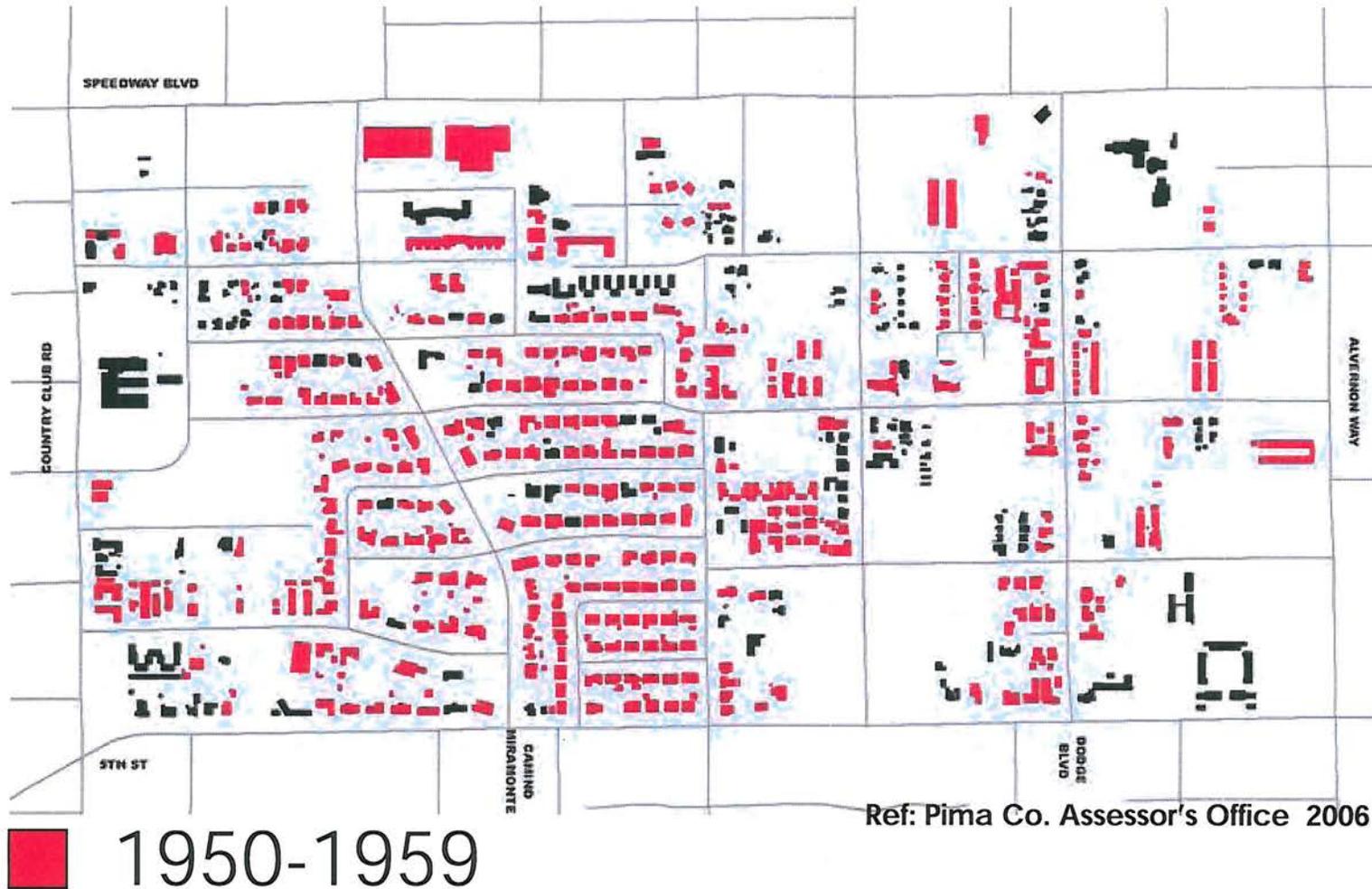
# Development by Decade



■ 1940-1949

Ref: Pima Co. Assessor's Office 2006

# Development by Decade



# Development by Decade



■ 1960-1969

Ref: Pima Co. Assessor's Office 2006

# Development by Decade



■ 1970-1979

Ref: Pima Co. Assessor's Office 2006

# Development by Decade



Ref: Pima Co. Assessor's Office 2006

■ 1980-1989

# Development by Decade



■ 1990-1999

Ref: Pima Co. Assessor's Office 2006

# Development by Decade



■ 2000-2005

Ref: Pima Co. Assessor's Office 2006

# Miramonte Neighborhood Over Time Demographics

# Population Characteristics – 2000

		<u>Miramonte</u>	<u>City of Tucson</u>
	<b>Total Population</b>	<b>3,619</b>	486,699
<b>RACE</b>	<b>White</b>	<b>77.51%</b>	<b>70.20%</b>
<b>*Hispanics may self-identify under any racial category</b>	<b>Black</b>	<b>4.56%</b>	4.30%
	<b>Native American</b>	<b>1.99%</b>	2.30%
	<b>Asian</b>	<b>4.37%</b>	2.50%
	<b>Hawaiian/Pacific Islander</b>	<b>0.17%</b>	0.20%
	<b>Other</b>	<b>7.68%</b>	16.80%
	<b>Multiple Races</b>	<b>3.73%</b>	3.80%
<b>ETHNICITY</b>	<b>Hispanic*</b>	<b>21.44%</b>	<b>35.70%</b>
<b>SEX</b>	<b>Males</b>	<b>51.04%</b>	<b>49.00%</b>
	<b>Females</b>	<b>48.96%</b>	<b>51.00%</b>
<b>AGE</b>	<b>Under 18</b>	<b>15.58%</b>	<b>28.66%</b>
	<b>Over 65</b>	<b>9.89%</b>	<b>11.90%</b>

# Housing Characteristics – 2000

	<u>Miramonte</u>	<u>City of Tucson</u>
<b>Households</b>	<b>1,954</b>	192,891
<b>Average Household Size</b>	<b>1.85</b>	<b>2.42</b>
<b>Housing Units</b>		
<b>Occupied</b>	<b>89.35%</b>	<b>92.00%</b>
<b>Vacant</b>	<b>10.65%</b>	8.00%
<b>Owner Occupied</b>		
<b>Renter Occupied</b>	<b>77.89%</b>	<b>46.60%</b>

# Crime – Miramonte 2002 through 2005

	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>
Burglary/Unlawful Entry – (no force)	1	1	4	1
<b>Burglary/Forcible Entry</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>7</b>
Criminal Damage/Intentional Vandalism	4	3	2	3
<b>Criminal Damage/Malicious Mischief</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>10</b>
Robbery – Residence	0	0	1	0
Highway Robbery	2	0	0	0
Sexual Assault/Forcible Rape (Female)	0	0	0	0
<b>Larceny from a Motor Vehicle</b>	<b>8</b>	<b>10</b>	<b>20</b>	<b>18</b>
<b>Motor Vehicle Theft</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>8</b>
Homicide/Murder	0	0	0	0

## 4. How the neighborhood functions

Zoning and Land Use

Traffic

Alternate Transportation

Pedestrian Traffic

Parking

Existing Plans

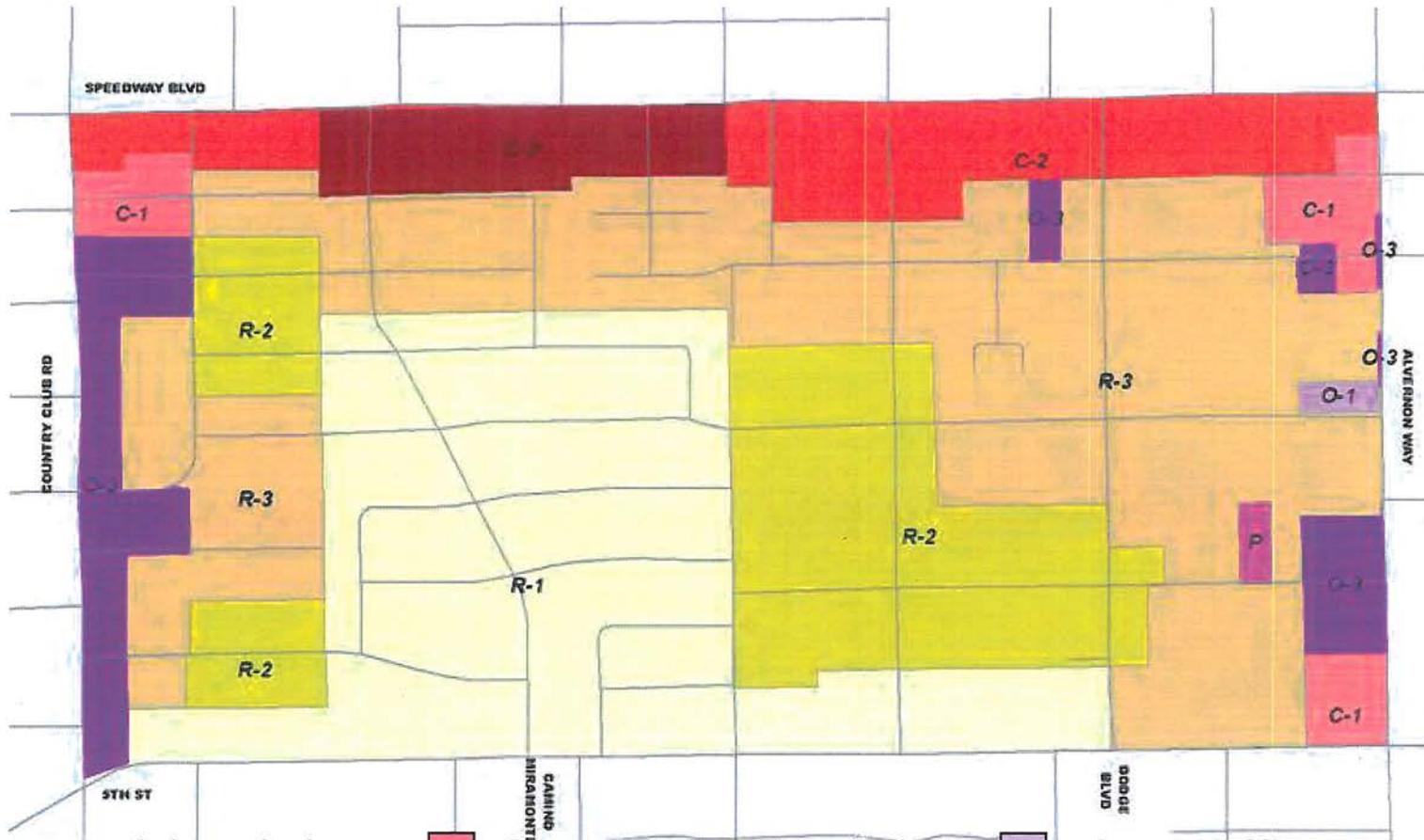
# How Miramonte Functions Zoning & Land Use

# Zoning

- R1 Residential:** This zone provides for **urban, low density, single-family, residential development**, together with schools, parks, and other public services necessary for a satisfactory urban residential environment.
- R2 Residential:** This zone provides for **medium density, single-family and multifamily, residential development**, together with schools, parks, and other public services necessary for an urban residential environment.
- R3 Residential:** This zone provides for **high density, residential development** and compatible uses. Example use similar to that of R2.
- C1 Commercial:** This zone provides for **low-rise commercial** purposes that serve the community and region. Residential and other related uses are also permitted. Example use includes administrative, daycare, food services, or medical.
- C2 Commercial:** This zone provides for **general commercial uses** that serve the community and region. Residential and other related uses are also permitted. Example uses include **vehicle rental and sales, commercial storage, or business supply wholesaling**.
- C3 Commercial:** This zone provides for **mid-rise development** of general commercial uses that serve the community and region, located downtown or in other major activity center areas. Residential and other related uses are also permitted.
- O1 Office:** This zone provides for administrative and professional office uses that will **complement the residential environment**. Development within this zone typically consists of office conversions from existing residential uses fronting on major streets and new construction of small-scale office projects.
- O3 Office:** This zone provides for **mid-rise office development** and other land uses which provide reasonable compatibility with adjoining residential uses.
- P Parking**

# Zoning

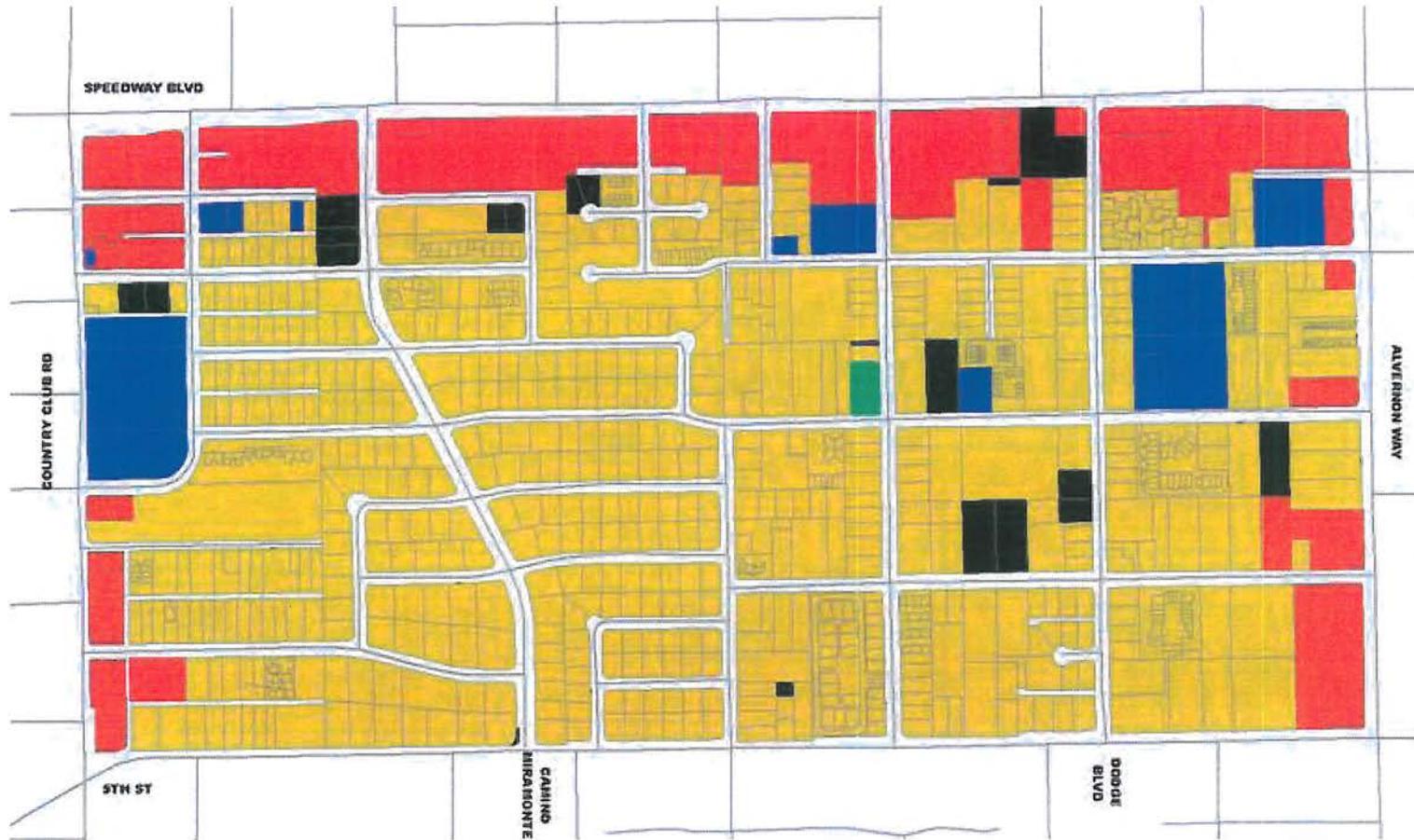
Ref: Drachman Institute Windshield Survey, January 2006



- |                                                                                                      |                                                                                                     |                                                                                                   |
|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|  R-1: Residential |  C-1: Commercial |  O-1: Office |
|  R-2: Residential |  C-2: Commercial |  O-3: Office |
|  R-3: Residential |  C-3: Commercial |  P: Parking  |

# Land Use

Ref: Drachman Institute Windshield Survey, January 2006



- |                                                                                                 |                                                                                                           |                                                                                                                    |
|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  Residential |  Public/ Institutional |  Parks/ Open Space/<br>Washes |
|  Commercial  |  Vacant/ Parking       |                                                                                                                    |

Introduction

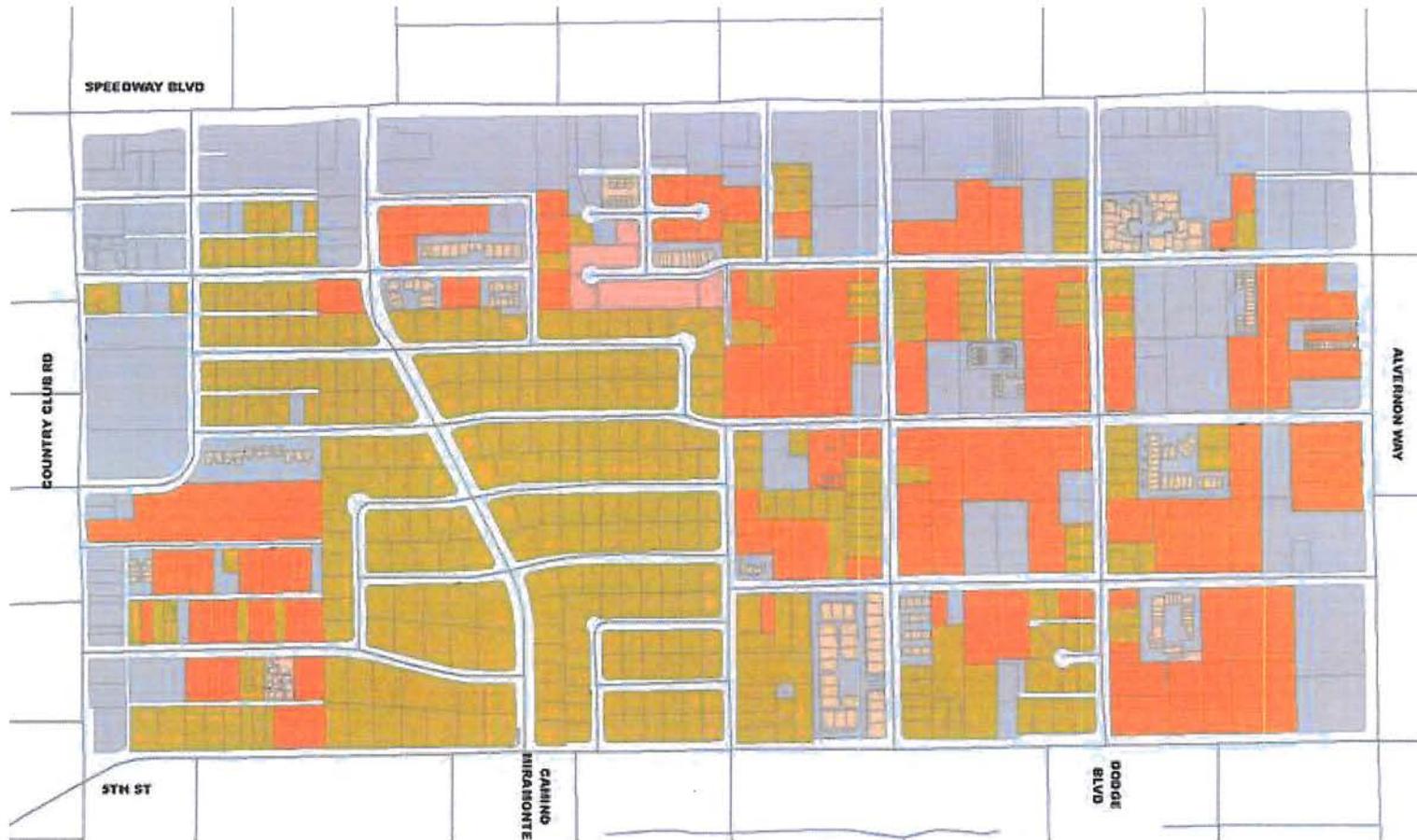
Existing Features

Miramonte Over Time

Function

# Residential Land Use

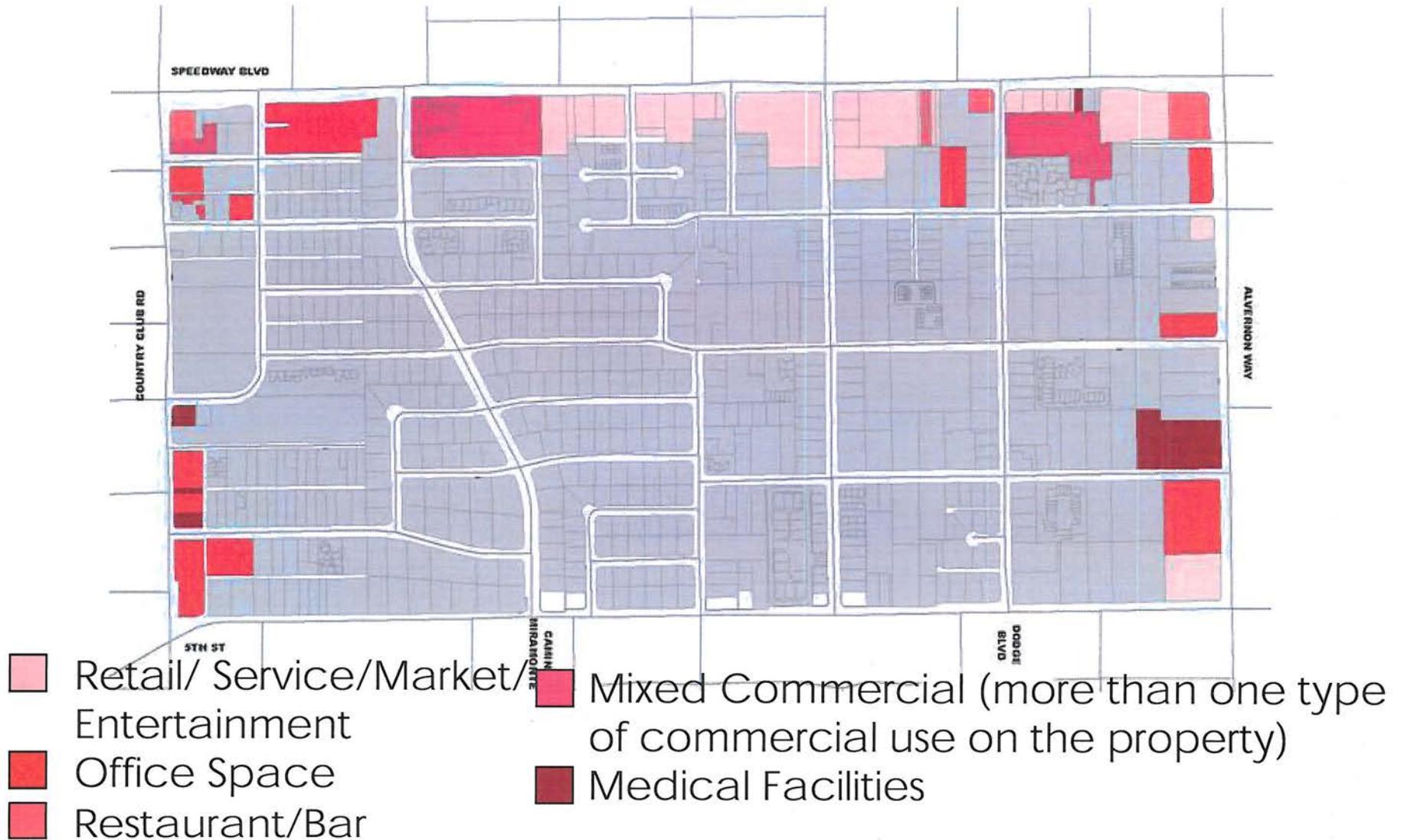
Ref: Drachman Institute Windshield Survey, January 2006



- Single Family Residence
- Multi-family Residential: Duplex/Triplex, Apartment, etc.
- Single Family Attached
- Mixed Residential

# Commercial Land Use

Ref: Drachman Institute Windshield Survey, January 2006



# Community Land Use

Ref: Drachman Institute Windshield Survey, January 2006



- Public/ Institutional
- Church

# Vacant Land Use

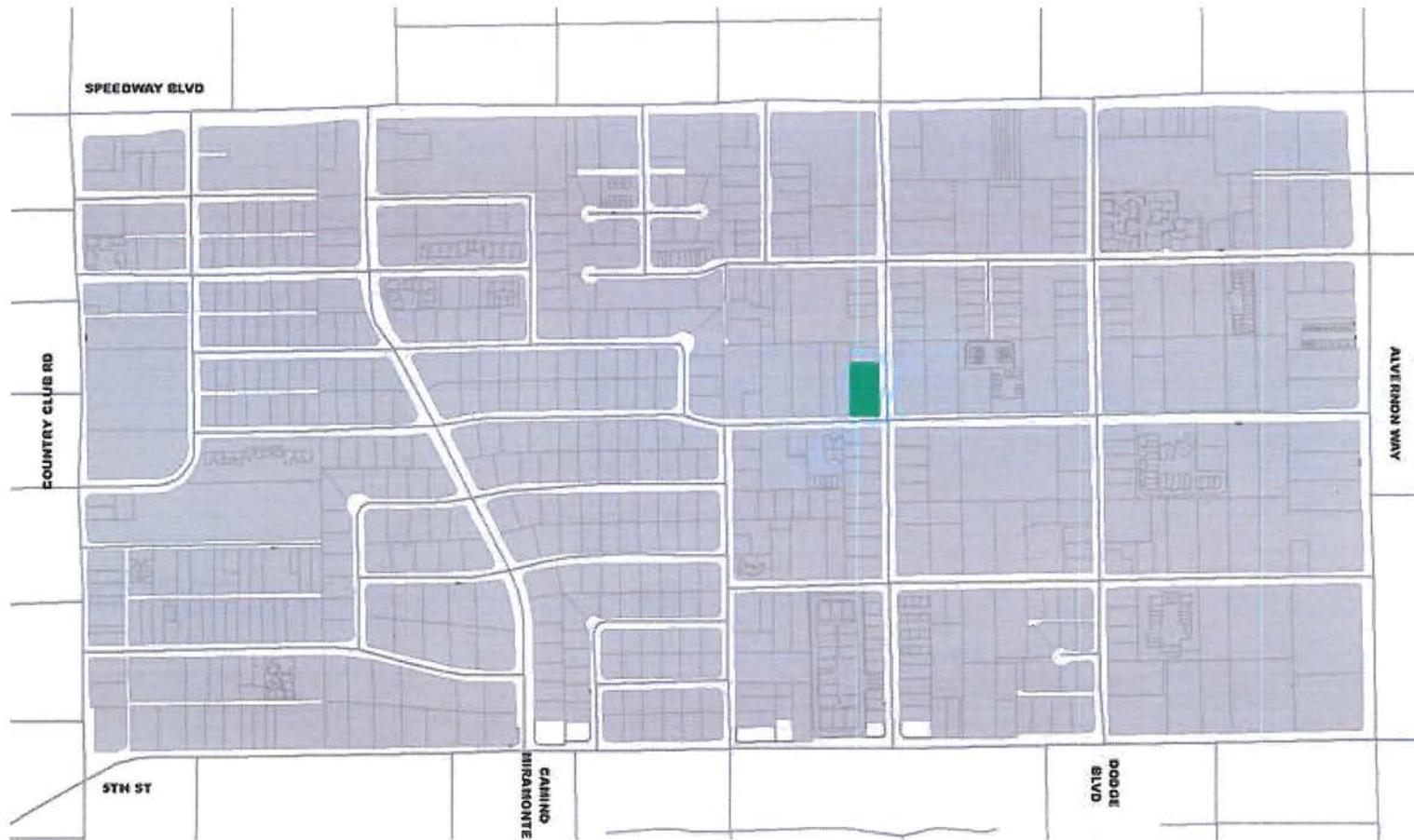
Ref: Drachman Institute Windshield Survey,  
January 2006



- Vacant
- Parking (surface and structure)

# Parks Land Use

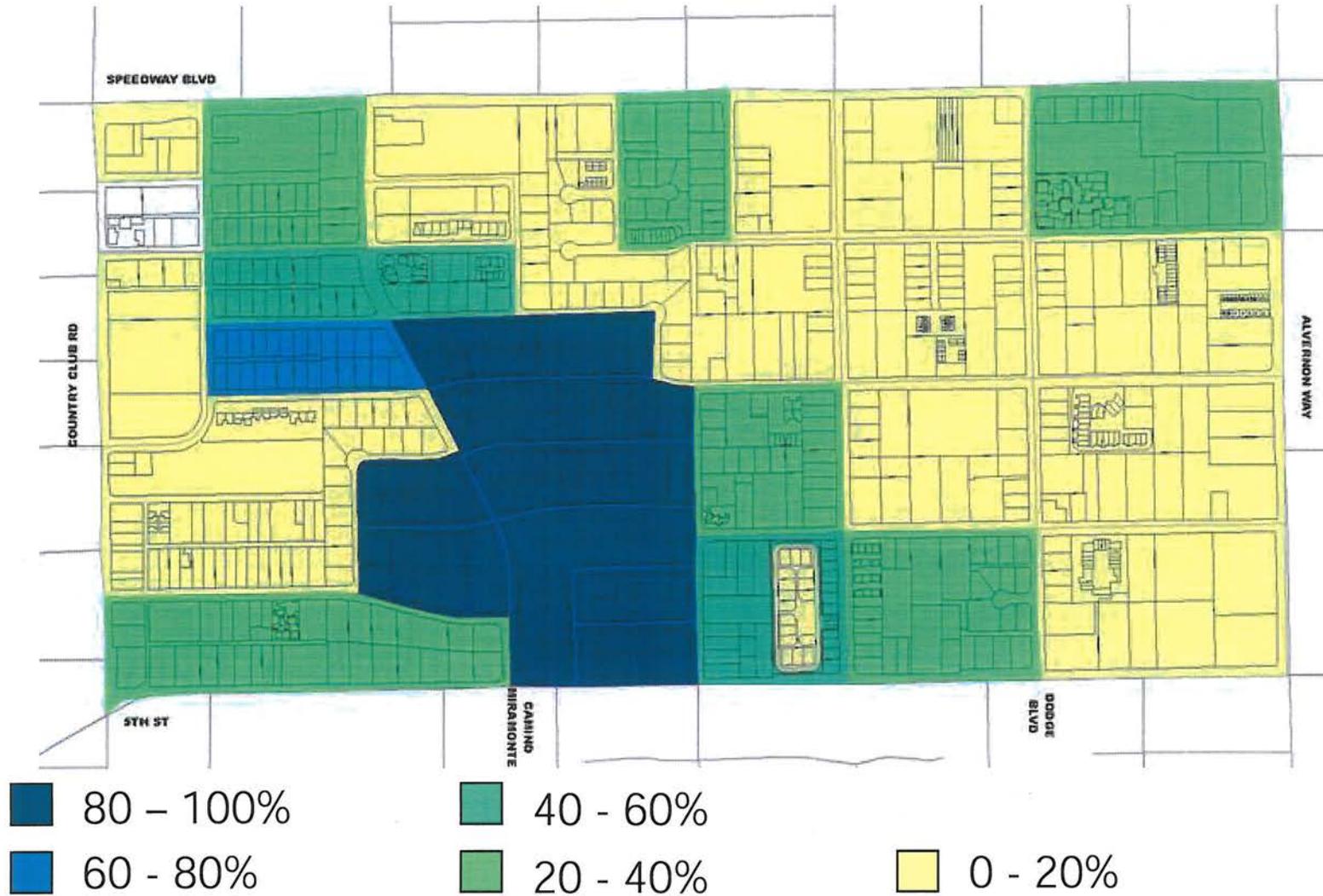
Ref: Drachman Institute Windshield Survey,  
January 2006



■ Parks/ Open Space/ Washes

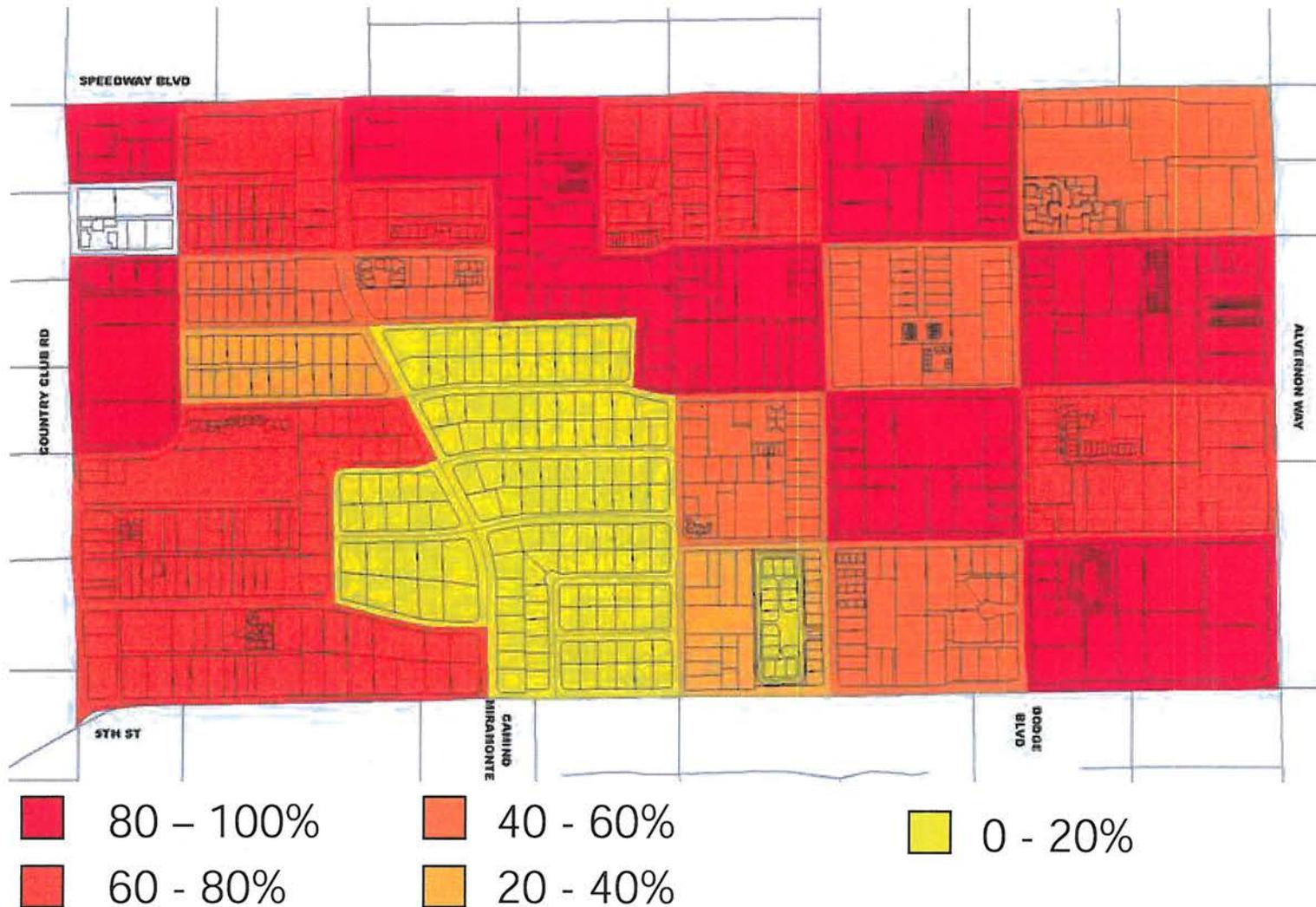
# Housing – Owner Occupied

Ref: Drachman Institute Windshield Survey, January 2006



# Housing – Renter Occupied

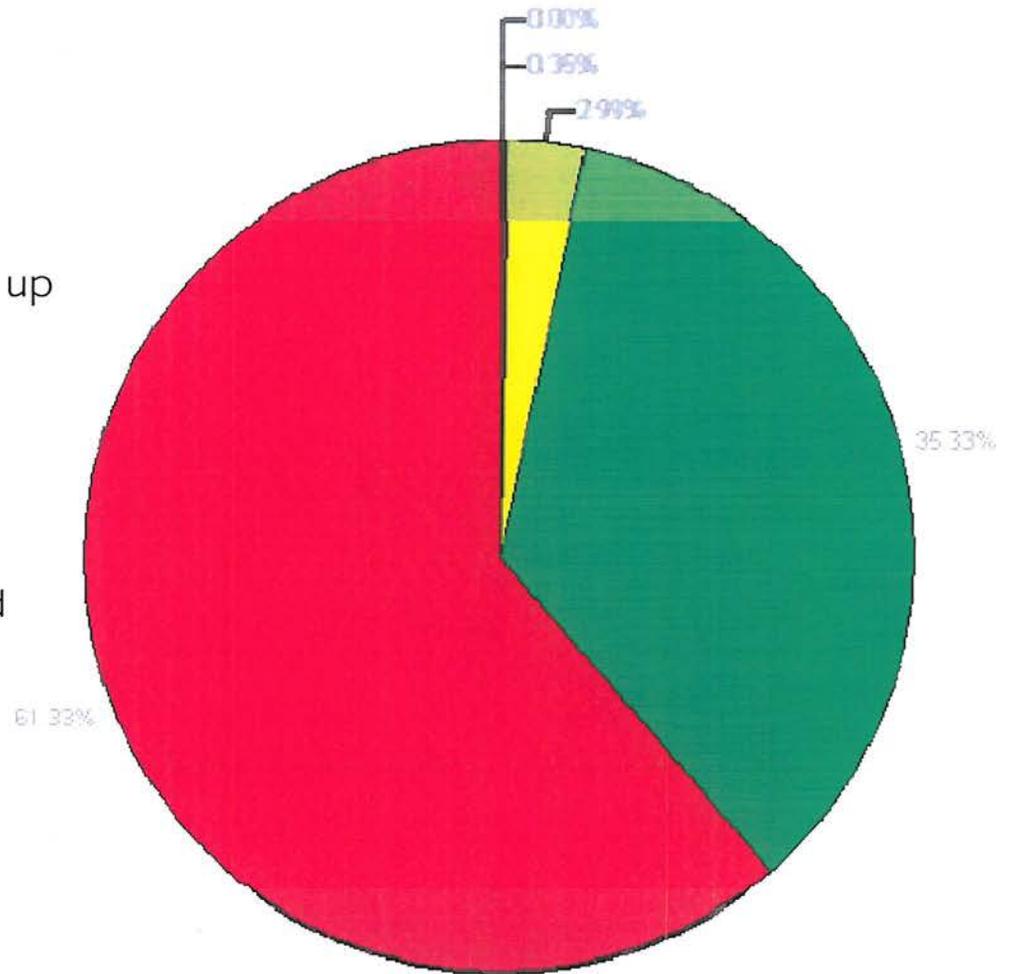
Ref: Drachman Institute Windshield Survey, January 2006



# Miramonte Neighborhood Housing Conditions

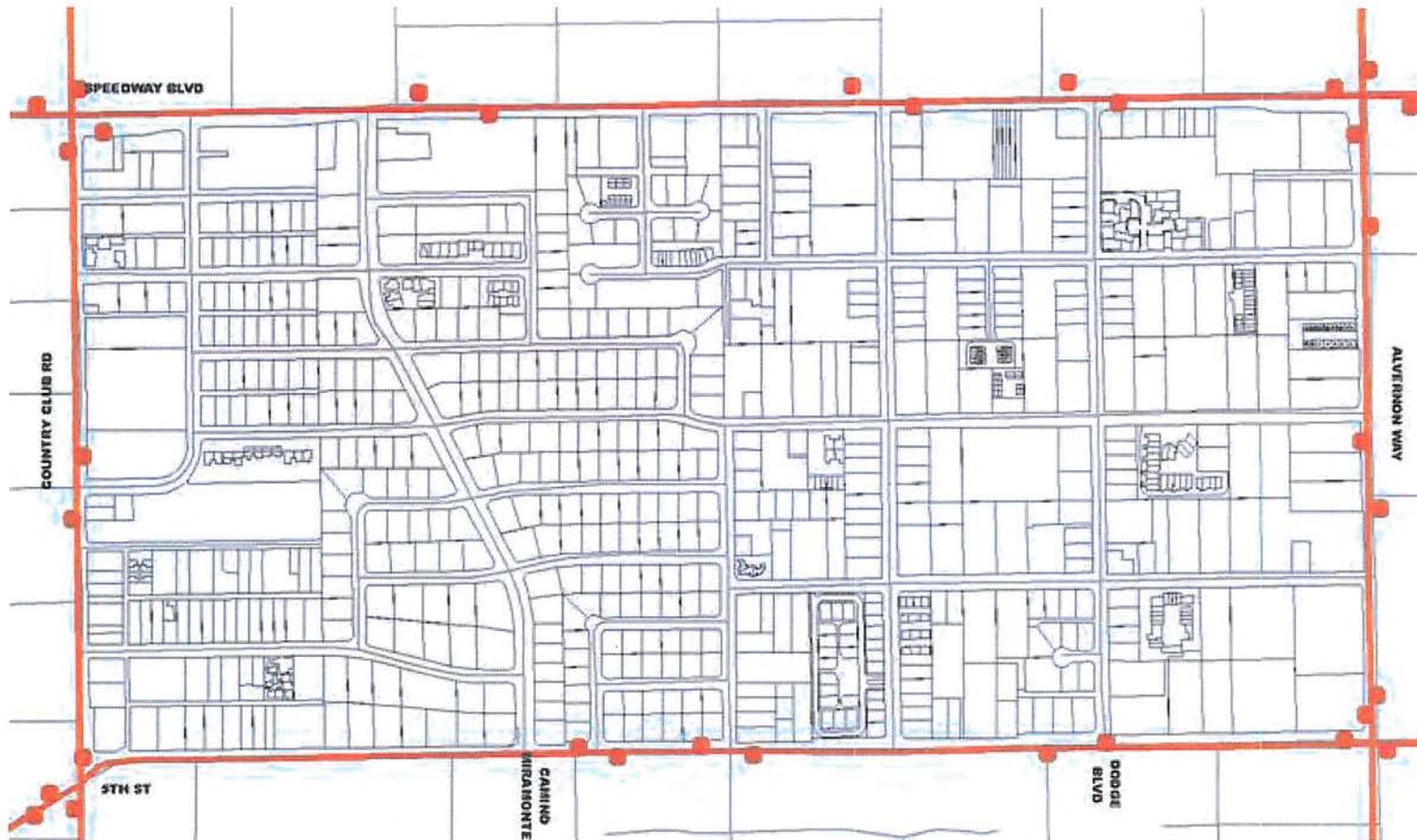
\$ = Estimated repairs to bring to excellent condition

-  **Excellent: \$0**  
New construction, everything is kept up
-  **Good: Up to \$10,000**  
Needs minor cosmetic touch ups, part of normal maintenance
-  **Fair: \$10,000-\$20,000**  
Fixer-upper, general situation is good but it needs some work
-  **Poor: \$20,000-\$40,000**  
Needs a lot of work/money but is not bad enough to tear down
-  **Replacement:**  
Cost of repairs is greater than the



Ref: Drachman Institute Windshield Survey January 2006

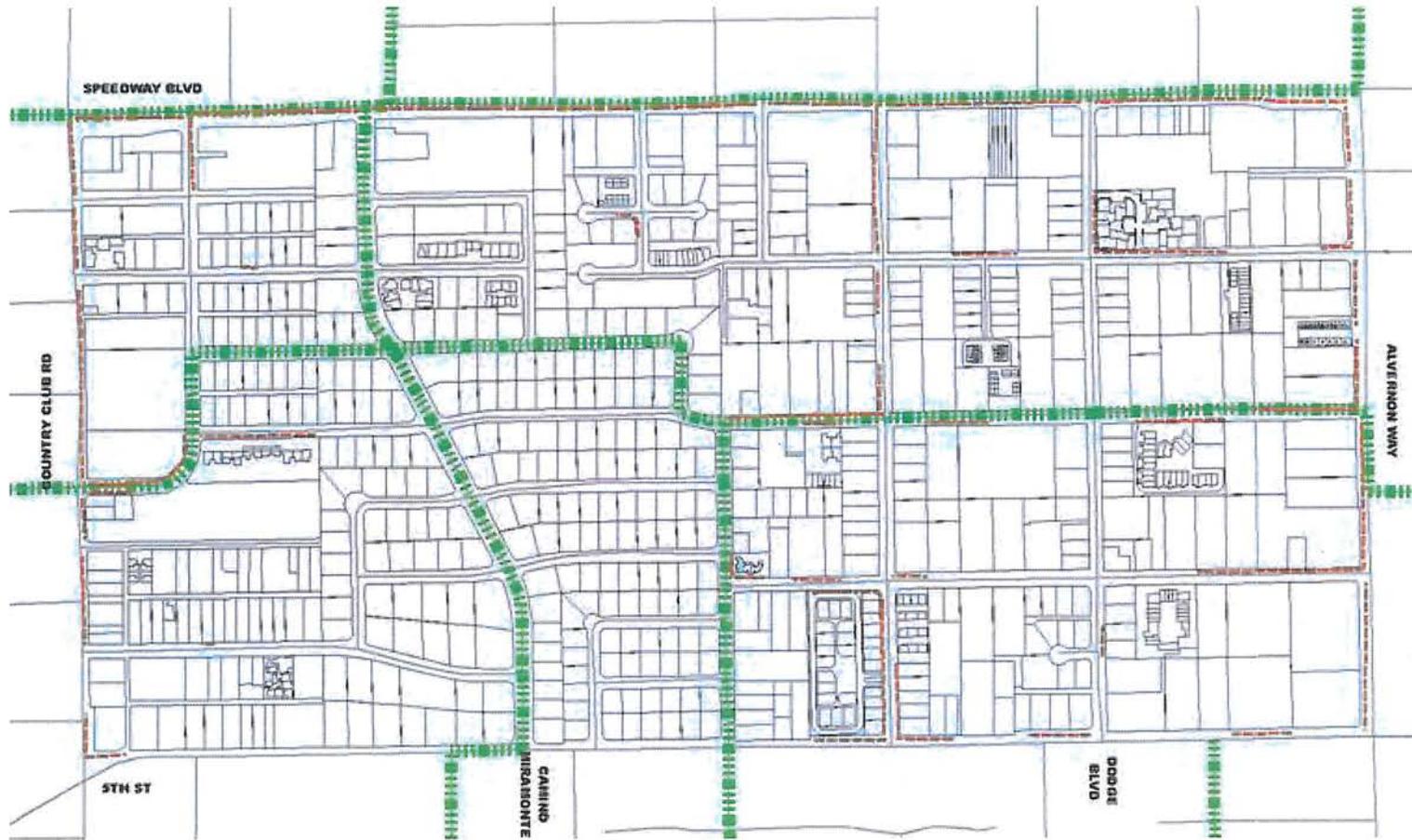
# Alternate Transportation



- Bus stops
- Bus routes

Ref: Drachman Institute Windshield Survey  
January 2006

# Pedestrian and Bicycle Traffic



- Sidewalks
- Bike Routes

Ref: Drachman Institute Windshield Survey  
January 2006

# Parking types (examples from throughout Tucson)



On-site maneuvering



Off-site maneuvering



Driveway



Front yard



On-street



Back-of-curb

# Parking Lot Conditions "The Beauty" "Beast"



# Existing Plans

City of Tucson

*Alvernon Broadway*

Boundary:

North – Speedway

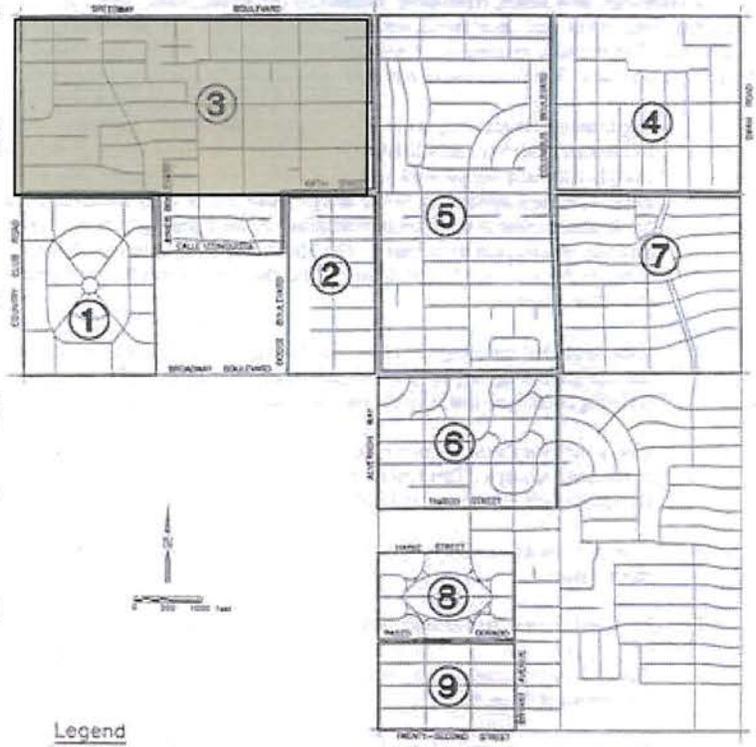
East - Swan Road

South - Broadway

West - Country Club Road

Adopted by M

ALVERNON-BROADWAY AREA PLAN  
REGISTERED NEIGHBORHOOD ASSOCIATIONS



Legend

- |                    |                  |
|--------------------|------------------|
| ① EL ENCANTO       | ⑥ SAN CLEMENTE   |
| ② EL MONTEVIDEO    | ⑦ BROADWAY MANOR |
| ③ MIRAMONTE        | ⑧ SAN GABRIEL    |
| ④ PERRINE ADDITION | ⑨ PALOMAR        |
| ⑤ PETER HOWELL     |                  |

Information from City of Tucson, Citizen Participation Office

ly.

ary 27<sup>th</sup>, 1995

# Existing Plans

## City of Tucson, Alvernon Broadway Area Plan

### Adopted Policies & Recommendations:

1. Preserve and protect the integrity of established, low-density neighborhoods.
2. Identify appropriate locations for new development.
3. Protect and enhance vegetation and open space.
4. Provide safe and efficient circulation systems for all appropriate modes of transportation including pedestrian.
5. Protect private property rights and recognize deed restrictions.

# Existing Plans

## City of Tucson, Alvernon Broadway Area Plan

Subarea 1:

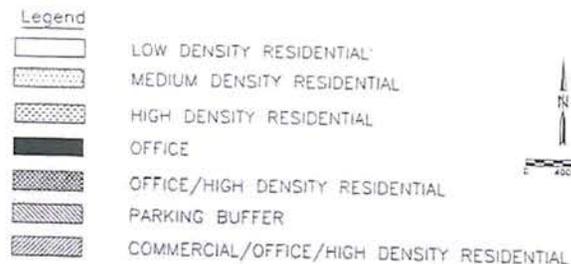
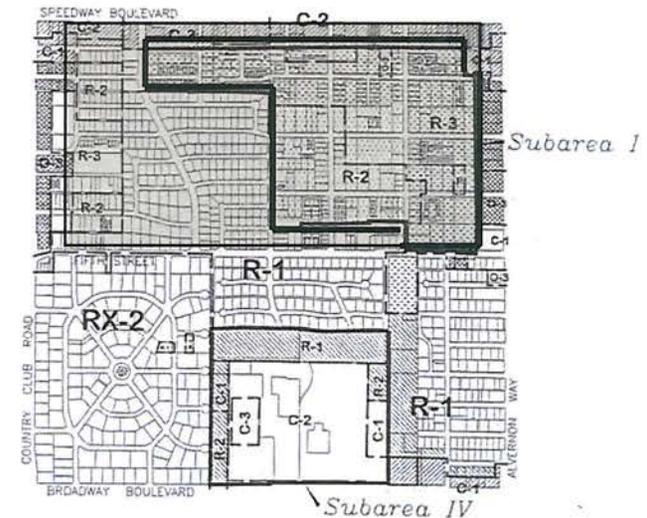
Boundary:

1st Street on the North;

5th, 4th, and 2nd Streets  
on the South;

Alvernon on the East; and

Palo Verde and Camino  
Miramonte on the West.



City of Tucson Planning Department

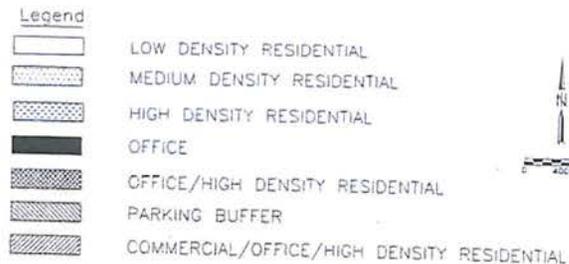
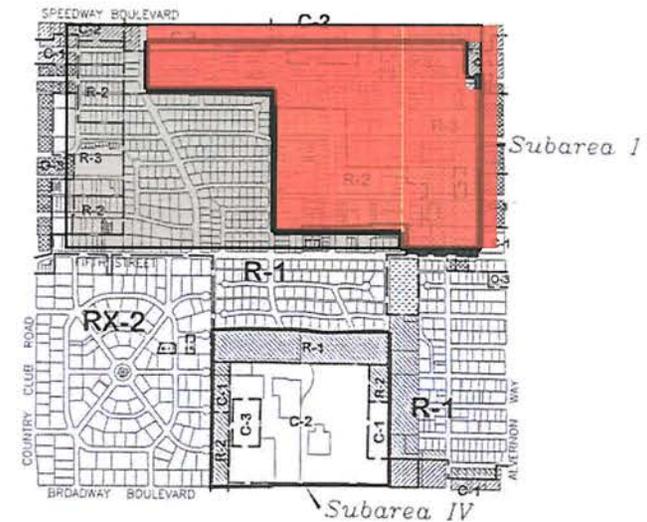
C:\alvernon\dwg: Printed 7/27/00

# Existing Plans

## City of Tucson, Alvernon Broadway Area Plan

### Subarea 1:

All new development in the subarea should be designed with compatibility and sensitivity to adjacent land uses and should comply with the General Design Guidelines.



City of Tucson Planning Department

C:\projects\alv\fig Printed 7/27/00

# AGENDA: Meeting #1 April 19th, 2006

- Introduction of Planning Team
  - Urban Planning & Design, City of Tucson
  - Drachman Institute, University of Arizona
- Description of Plan Development Process & Schedule
- Neighborhood Inventory & Analysis
- Neighborhood Survey – express your opinions
- Neighborhood Plan Steering Committee
- “Assignment” for Next Meeting
- Comments & Questions

# Miramonte Neighborhood Survey

1. What I like most about this neighborhood is...
2. What I like least about this neighborhood is...
3. My biggest concern about this neighborhood is...
4. I am also concerned about...
5. What I would like to see in this neighborhood in the future is...

# AGENDA: Meeting #1 April 19<sup>th</sup>, 2006

- Introduction of Planning Team
  - Urban Planning & Design, City of Tucson
  - Drachman Institute, University of Arizona
- Description of Plan Development Process & Schedule
- Neighborhood Inventory & Analysis
- Neighborhood Survey
- Neighborhood Plan Steering Committee – submit an application to help with this process
- “Assignment” for Next Meeting
- Comments & Questions

# AGENDA: Meeting #1 April 19<sup>th</sup>, 2006

- Introduction of Planning Team
  - Urban Planning & Design, City of Tucson
  - Drachman Institute, University of Arizona
- Description of Plan Development Process & Schedule
- Review of Process Schedule
- Neighborhood Inventory & Analysis
- Neighborhood Survey
- Neighborhood Plan Steering Committee
- "Assignment" for Next Meeting – bring photos, specific descriptions of what you value in the neighborhood
- Comments & Questions

Miramonte.....

"....we have something of everything"

Ruth Beeker (Miramonte resident)

Your Comments & Questions

Thank you for your continued participation in this process.

Contacts:

Drachman Institute, (520) 626-5293

Corky Poster or Marilyn Robinson

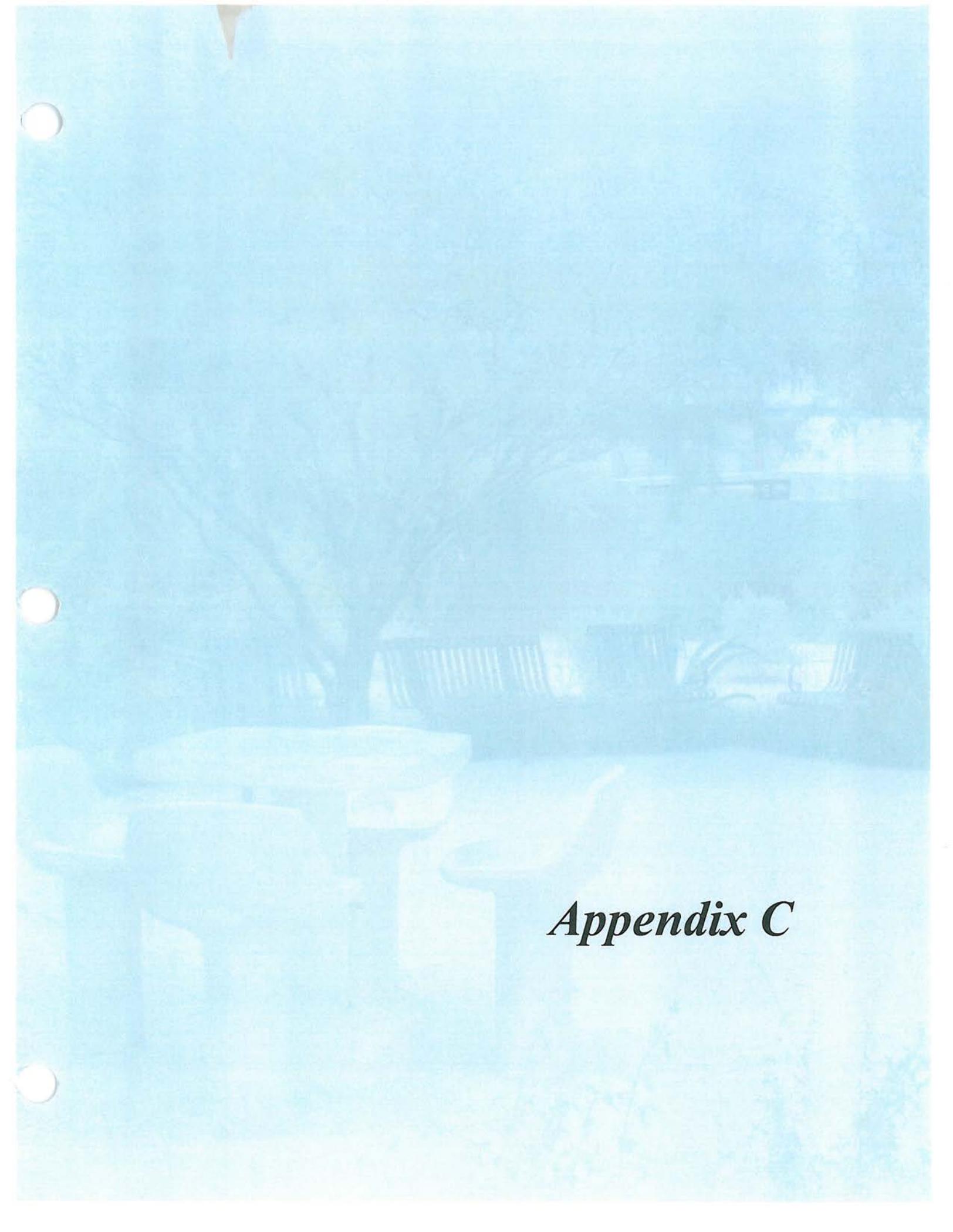
[cposter@u.arizona.edu](mailto:cposter@u.arizona.edu) or

[marilyn@u.arizona.edu](mailto:marilyn@u.arizona.edu)

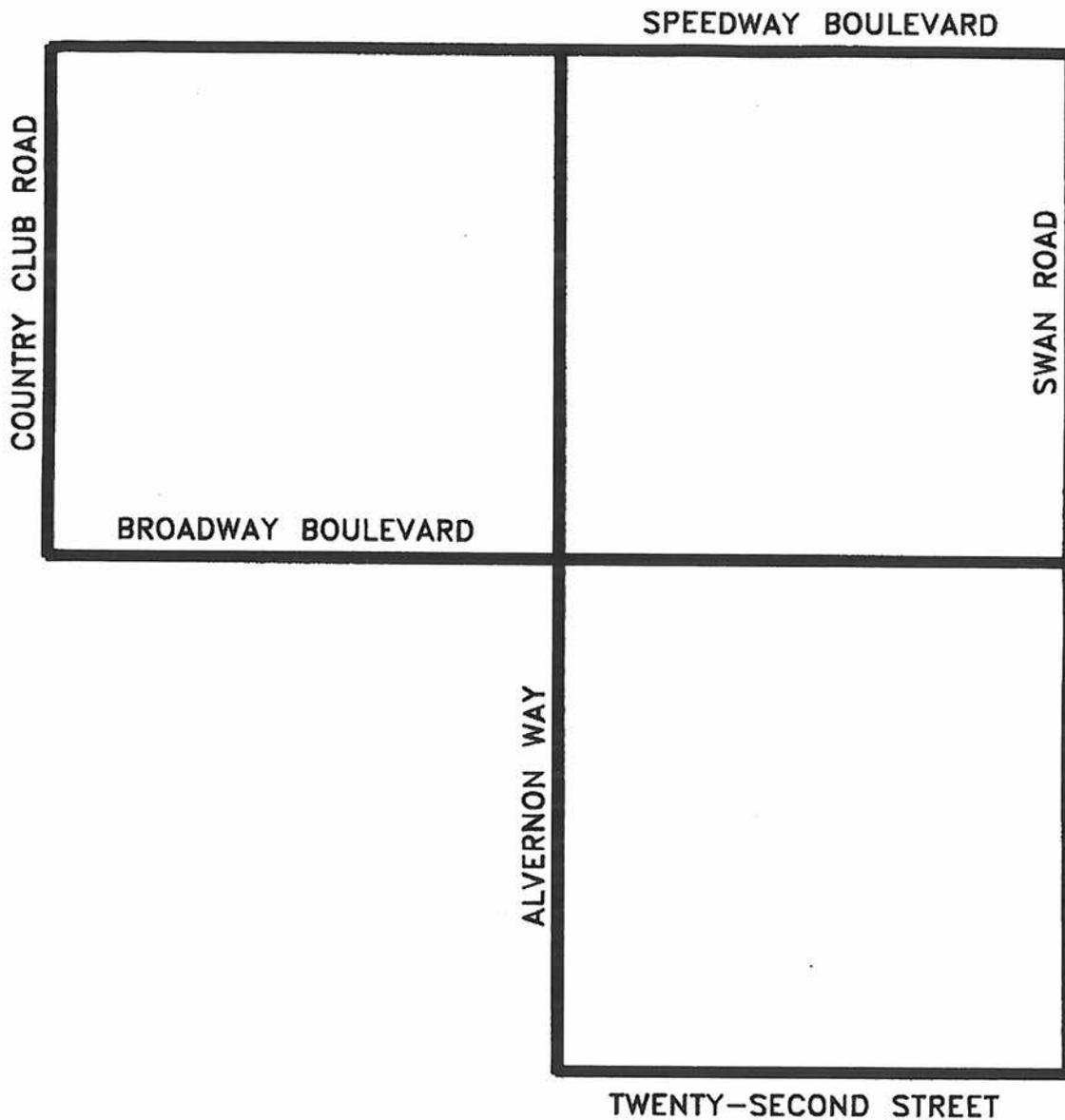
COT Urban Planning & Design, (520) 791-4505

Rebecca Ruopp

[rebecca.ruopp@tucsonaz.gov](mailto:rebecca.ruopp@tucsonaz.gov)

The background of the page is a faded, light blue photograph of an outdoor patio. In the foreground, there is a round table with several chairs around it. In the middle ground, there is a large tree and a wooden bench. In the background, there is a building with windows. The overall scene is a peaceful outdoor setting.

*Appendix C*



# ALVERNON-BROADWAY AREA PLAN

Adopted by Mayor and Council  
February 27, 1995  
Resolution #16833  
and subsequently amended

last updated June 2007

## ALVERNON-BROADWAY AREA PLAN

Prepared by the City of Tucson Planning Department  
February, 1995

### MAYOR AND COUNCIL

Steve Leal	George Miller, Mayor	
Janet Marcus	Molly McKasson	Roger Sedlmayr
	Tom Saggau	Bruce Wheeler

### PLANNING COMMISSION

	Charles B. Deans, Chair	
Nikki Araiza	Charles W. Bowles	Richard Fe Tom
Valerie B. Feuer	Rodney George	Ken Goodman
Jack Kelly	Mark Mayer	Leo Pilachowski
Phillip E. Swaim		Gregg Schinn

### CITY MANAGER

Michael F. Brown

### ALVERNON-BROADWAY STEERING COMMITTEE

Co-Chairs: Joana Damos and Nancy Huff

Gail Bangs	Alicia Basemann	Bruce Burke
John Carson	Ed Curley	Eloise David
Craig Foltz	Beth Gault	Margaret Gilmore
John Heider	Louise Hill	Nancy Hockings
Bill Ivy	Don Kangas	Dick Lanning
Arthur Mees	Michael Papanikolas	George Rietz
Mark Ross	Bruce Rued	Laverne Russell
Jean Saba	John Samuelson	Lee Stith
Karen Tavolaro	Nancy Weaver	Gene Wright

### PLANNING DEPARTMENT

William D. Vasko, Director

John F. Siry, Assistant Director	Bob Brumbaugh, Records/Info. Supv.
Roger Howlett, Principal Planner	William Balak, Draft. Tech. III
Randy Diana, Senior Planner	Mary Chartos, Secretary
Barbara Macri, Senior Planner	Deborah C. Estolano, Secretary

# **ALVERNON - BROADWAY AREA PLAN**

**CITY OF TUCSON  
PLANNING DEPARTMENT**

**FEBRUARY 1995**

Este documento se publica en inglés solamente. Para solicitar asistencia en la traducción de este documento, las personas de habla hispana pueden comunicarse con el departamento de Diseño y Planificación Urbana, llamando al 791-4505, o visitando sus oficinas ubicadas en el tercer piso del edificio Mac Arthur, con dirección 345 East Tool Avenue.

**Adopted by Mayor and Council - February 27, 1995, Resolution 16833**

**Amended August 3, 1998, Resolution 18096**

**Amended October 12, 1998, Resolution 18078**

**Amended September 5, 2000, Resolution 18699**

**Amended April 24, 2007, Resolution 20645**

**Adopted by Mayor and Council on February 27, 1995, Resolution No. 16833**  
Planning Commission Public Hearing on February 1, 1995

**Amended by Mayor and Council on August 3, 1998, Resolution No. 18096**  
Planning Commission Public Hearing on May 6, 1998

In subarea 2, the San Gabriel neighborhood, allowed an eastward expansion of commercial uses (parking areas for the existing credit unions) in an area designated for residential uses, on the eastern side of Alvernon, north of 22<sup>nd</sup> Street, between Paseo Dorado and Santa Barbara Avenue. The conceptual land use map designation was changed from low-density residential to parking buffer, for two lots east of the Alvernon frontage lots. Residential Policy 4.d. was added, which allowed parking on those two lots.

**Amended by Mayor and Council on October 12, 1998, Resolution No. 18078**  
Planning Commission Public Hearing on June 3, 1998

Allowed a northward expansion of commercial uses (the Lodge on the Desert Hotel) in an area designated for residential uses, on the eastern side of Alvernon north of Broadway, between Holmes and Poe Streets. The conceptual land use map designation was changed from low-density residential to commercial/office/high-density residential. There were no policy changes. It was intended that specific design guidelines for the hotel expansion be adopted, however, these were inadvertently omitted. The plan was amended on September 5, 2000 to include the guidelines.

**Amended by Mayor and Council on September 5, 2000, Resolution No. 18699**

Added Architectural and Site Design Elements, Guideline # 10 a. through j, for the Lodge on the Desert expansion, which were accidentally omitted from Resolution No. 18078, adopted on October 12, 1998.

**Amended by Mayor and Council on April 24, 2007, Resolution No. 20645**

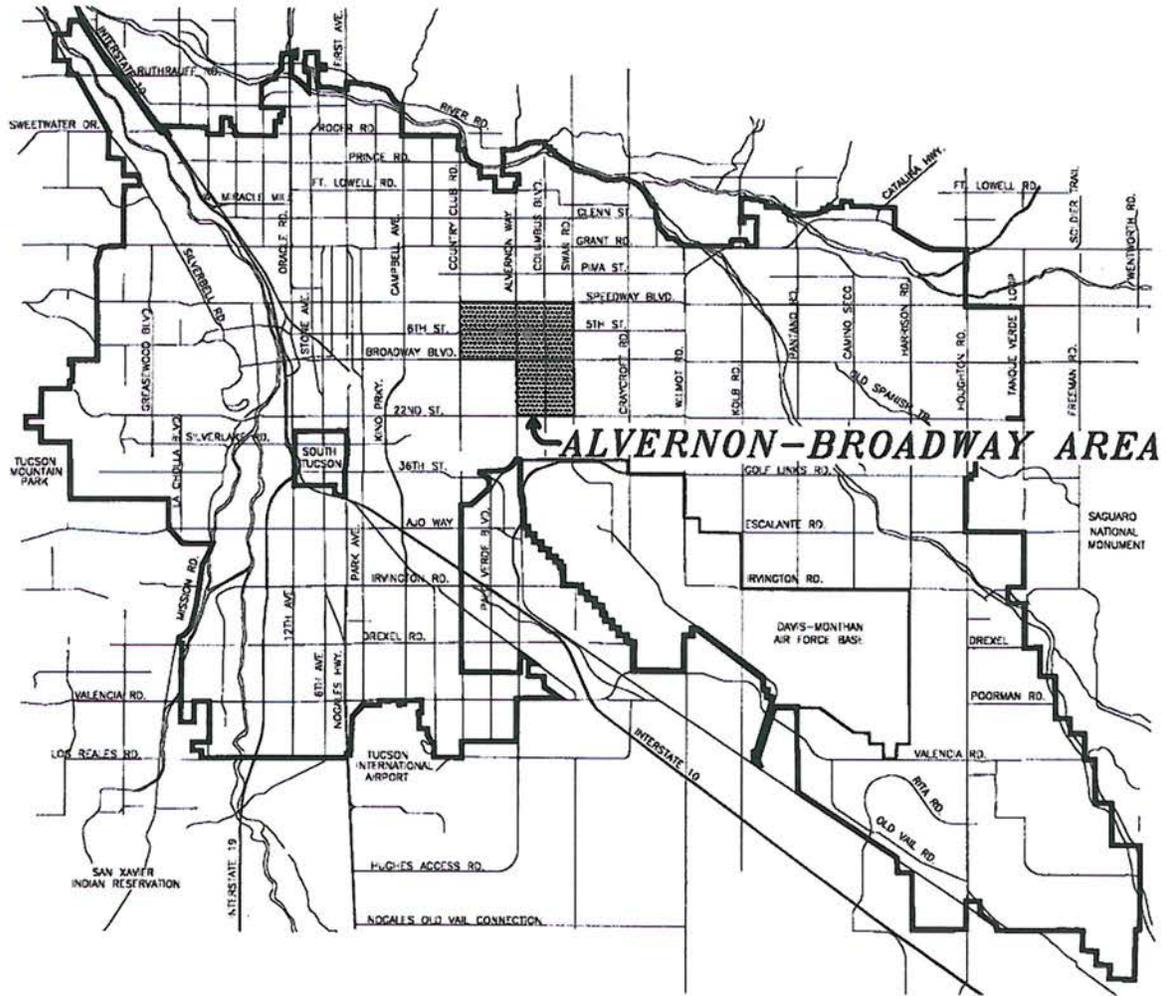
Allowed an expansion to the southwest of commercial uses (for an automobile dealership located on Speedway, east and west of Palo Verde Boulevard). The conceptual land use map was amended to allow commercial and office uses, in addition to the high-density residential uses already allowed, on five parcels at the northeast corner of E. First Street and Holly Avenue. A new amendment map was also added, for clarification purposes. There were no policy changes.

# ALVERNON-BROADWAY AREA PLAN

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# ALVERNON-BROADWAY AREA PLAN LOCATION MAP



Legend



CITY LIMITS

ALVERNON-BROADWAY AREA



## INTRODUCTION

### PLAN PURPOSE

The purpose of the *Alvernon-Broadway Area Plan* is to provide land-use policy direction and design guidelines for new development within the *Plan* boundaries.

The following sections of the Introduction: Overview of Plan Area; Area Location and Boundaries; Adjacent Plans; Neighborhood Organizations and Associations; and Plan Development and Adoption, provide a context for the *Plan* and are based upon the Alvernon-Broadway Inventory Report completed in November, 1993.

### OVERVIEW OF PLAN AREA

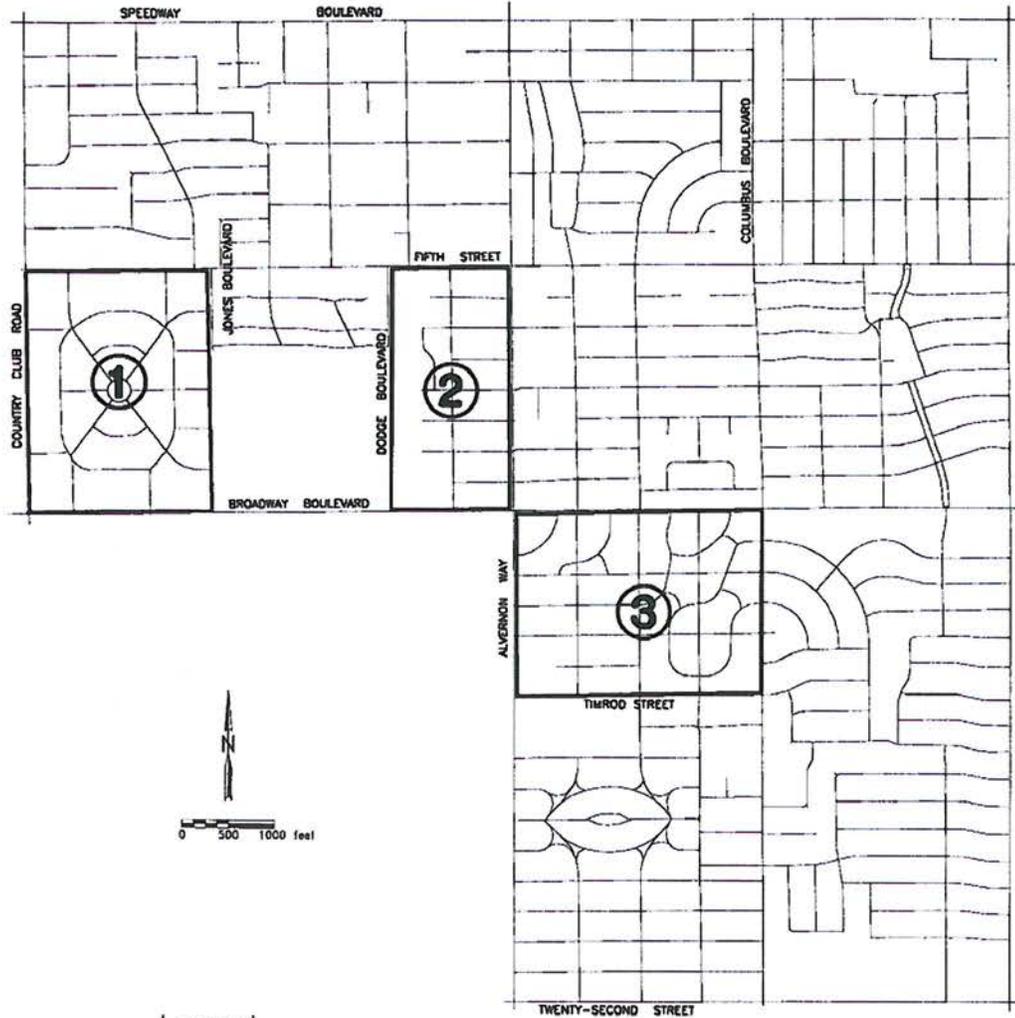
In the Alvernon-Broadway Area, the predominant land use is low-density, single-family residential that is located within the interior of neighborhoods and along many of the major streets. Offices, commercial, and high-density residential land uses are primarily located along the major streets. The area southwest of Speedway Boulevard and Alvernon Way represents one of the few neighborhoods within the Area that still contains large lots with relatively intense zoning, giving it a high potential for change. El Con Mall is the largest commercial center in the Area.

In addition, three adopted Neighborhood Plans: *El Encanto/Colonia Solana*, *El Montevideo*, and *San Clemente-Country Club Heights*, exist within the *Alvernon-Broadway Area Plan* (see Adopted Neighborhood Plans Map). These Plans provide specific direction for properties within their boundaries. In the event of any conflicts with the *Alvernon-Broadway Area Plan* policies, the more specific Neighborhood Plan policies take precedence over the more general policies of this *Plan*.

### AREA LOCATION AND BOUNDARIES

The Alvernon-Broadway Area is located within the central portion of the City of Tucson. This central location contrasts with the early development history of the area in the 1920s when the El Conquistador Resort, located on the present El Con Mall site, was considered on the "outskirts of town."

ALVERNON-BROADWAY AREA PLAN  
ADOPTED NEIGHBORHOOD PLANS



Legend

- ① EL ENCANTO NEIGHBORHOOD PLAN
- ② EL MONTEVIDEO NEIGHBORHOOD PLAN
- ③ SAN CLEMENTE NEIGHBORHOOD PLAN

Information from City of Tucson Planning Department

The *Alvernon-Broadway Area Plan* contains approximately three square miles of land bounded by Speedway Boulevard on the north, Broadway Boulevard and Twenty-Second Street on the south, Swan Road on the east, and Alvernon Way and Country Club Road on the west.

### ADJACENT PLANS

The Alvernon-Broadway Area is surrounded on three sides by adopted Area and Neighborhood Plans. The *Broadway-Craycroft Area Plan* is adjacent to the *Plan Area* on the east. The *University Area Plan* and *Sam Hughes Neighborhood Plan* are adjacent to the *Plan Area* on the west. The *Arroyo Chico Area Plan* and a portion of the *El Encanto/Colonia Solana Neighborhood Plan* are adjacent to the *Plan Area* on the south. In addition, three Neighborhood Plans: a portion of *El Encanto/Colonia Solana*; *El Montevideo*; and *San Clemente-Country Club Heights* are within the *Alvernon-Broadway Area Plan* boundaries (see Adjacent Area and Neighborhood Plans Map).

### NEIGHBORHOOD ORGANIZATIONS AND ASSOCIATIONS

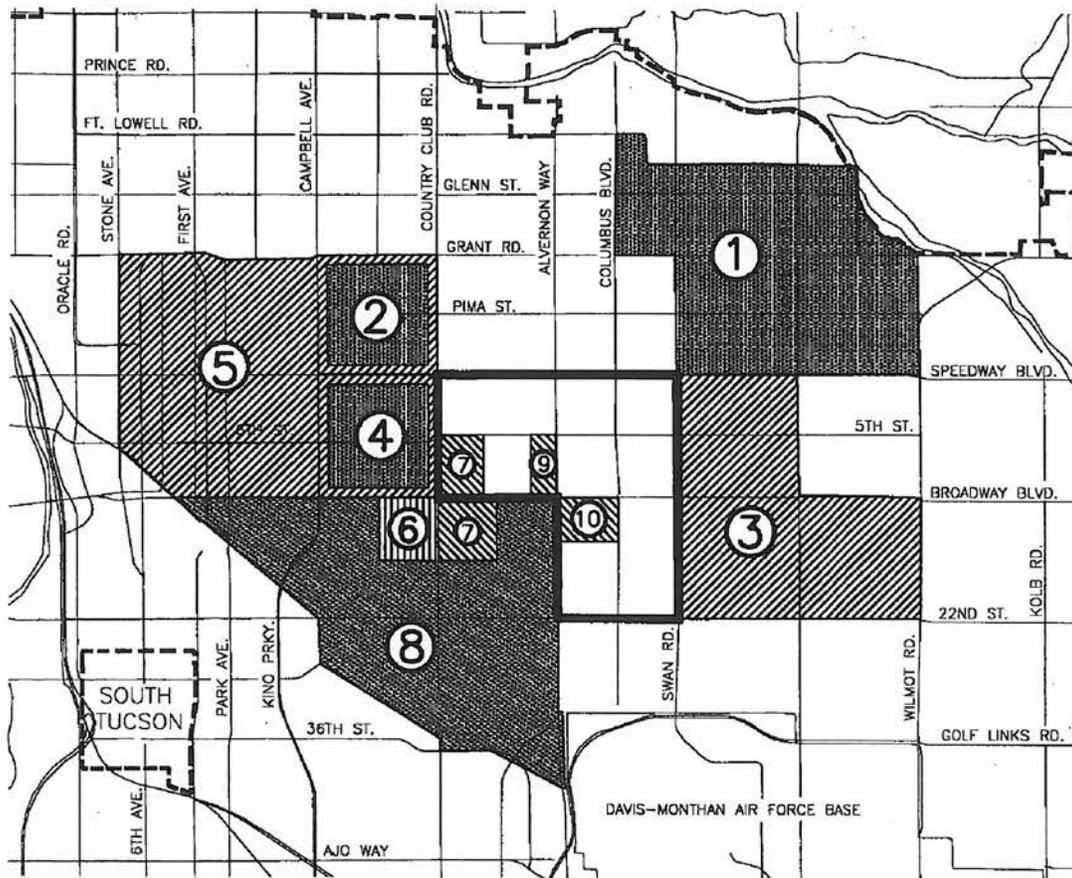
There are nine neighborhood associations in the *Area Plan* that are registered with the City of Tucson's Citizen Participation Office. These are Miramonte, San Clemente, Perrine Addition, Peter Howell, El Montevideo, Broadway Manor, San Gabriel, Palomar, and El Encanto (see Registered Neighborhood Associations Map).

### PLAN DEVELOPMENT AND ADOPTION

The policies and recommendations of this *Plan* were developed in cooperation with the Alvernon-Broadway Steering Committee, consisting of Area residents and property owners, representatives of neighborhood associations, and business and development interests.

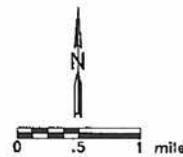
Meeting for over one year, the Committee discussed and evaluated Area issues and concerns and developed goals and policies for the Area with assistance from the Planning Department, resulting in a draft Area Plan. The draft Plan proceeded to area-wide review and comment in general meetings and public hearings, as part of the adoption process. The *Alvernon-Broadway Area Plan* was adopted by the Mayor and Council on February 27, 1995.

**ALVERNON-BROADWAY AREA PLAN  
ADJACENT AREA AND NEIGHBORHOOD PLANS**



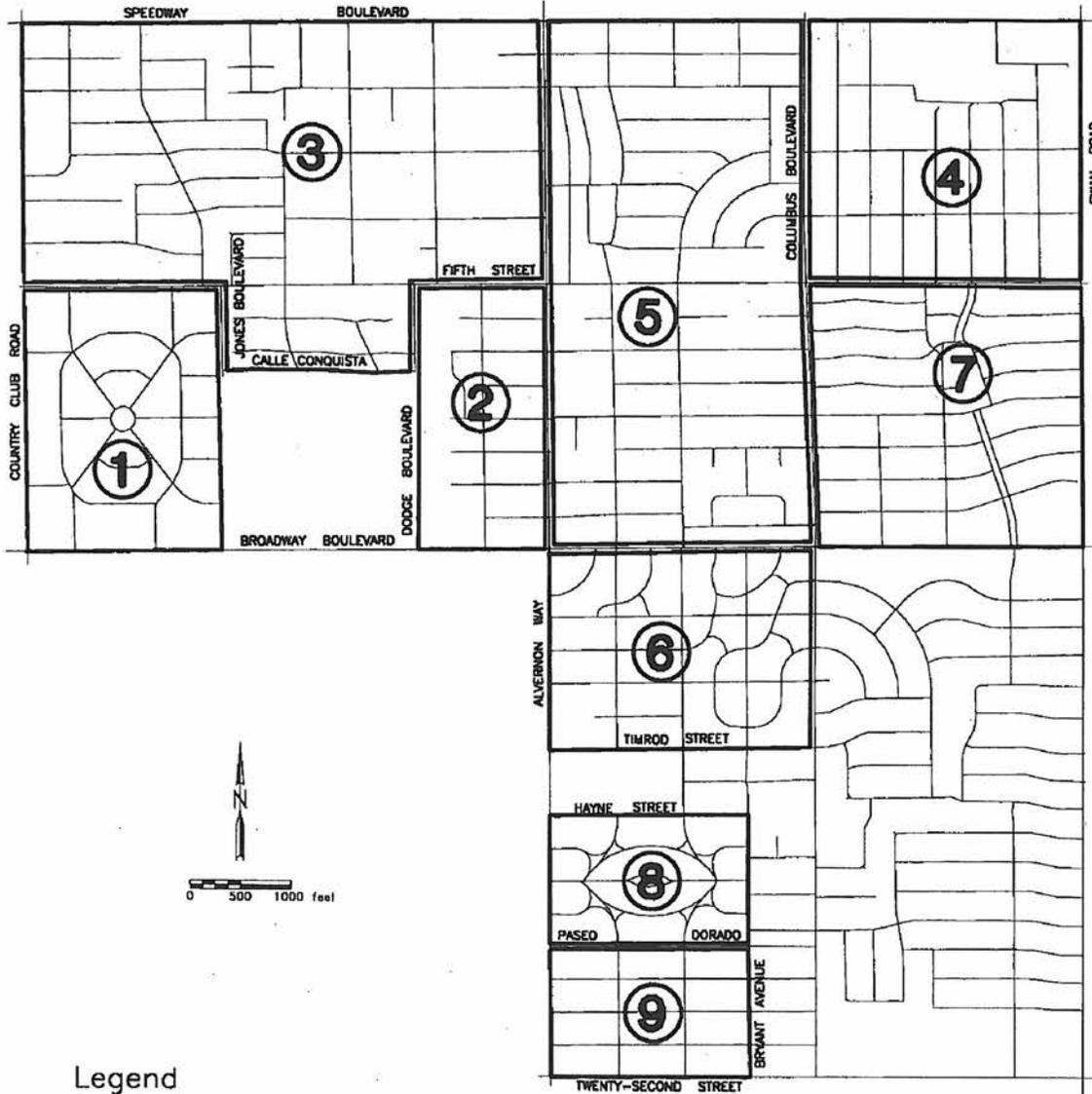
Legend

- ALVERNON/BROADWAY AREA
- ① ARCADIA-ALAMO AREA PLAN - 1992
- ② BLENMAN-VISTA NEIGHBORHOOD PLAN - 1986
- ③ BROADWAY-CRAYCROFT AREA PLAN - 1988
- ④ SAM HUGHES NEIGHBORHOOD PLAN - 1985
- ⑤ UNIVERSITY AREA PLAN - 1989
- ⑥ BROADMOOR-BROADWAY VILLAGE NEIGHBORHOOD PLAN - 1988
- ⑦ EL ENCANTO-COLONIA SOLANA NEIGHBORHOOD PLAN - 1980
- ⑧ ARROYO CHICO AREA PLAN - 1986
- ⑨ EL MONTEVIDEO NEIGHBORHOOD PLAN - 1973
- ⑩ SAN CLEMENTE-COUNTRY CLUB HEIGHTS NEIGHBORHOOD PLAN - 1980
- - - CITY LIMITS



City of Tucson Planning Department

ALVERNON-BROADWAY AREA PLAN  
REGISTERED NEIGHBORHOOD ASSOCIATIONS



Legend

- |                    |                  |
|--------------------|------------------|
| ① EL ENCANTO       | ⑥ SAN CLEMENTE   |
| ② EL MONTEVIDEO    | ⑦ BROADWAY MANOR |
| ③ MIRAMONTE        | ⑧ SAN GABRIEL    |
| ④ PERRINE ADDITION | ⑨ PALOMAR        |
| ⑤ PETER HOWELL     |                  |

Information from City of Tucson, Citizen Participation Office

## PLAN IMPLEMENTATION

The policies and recommendations in the *Alvernon-Broadway Area Plan* are implemented through rezonings, new zoning regulations adopted by ordinance, public works projects (including road, sewer, and other public facilities improvements), and public real property acquisition. The rezoning process is the primary implementation tool for Area and Neighborhood Plans. The following covers the major areas of application of the *Plan*.

1. Applications for rezoning are initially reviewed for compliance with both land use and design guidelines established by the *Plan*. If the requested rezoning does not comply with land use policies or does not demonstrate mitigation of negative impacts through application of the design guidelines or other techniques, the need for an amendment to the *Plan* is determined by the Planning Director before the rezoning process can be initiated. The Mayor and Council have provided policy direction for Area and Neighborhood Plans that limits amendments for two years after Plan adoption.
2. If the requested rezoning complies with *Plan* policies, the rezoning is processed through general agency review. As part of this evaluation staff may recommend rezoning conditions that may modify the requested use or design of the project.
3. *Plan* policies are used to review development plans and subdivision plats related to rezoning requests. This review process is coordinated by the Community Design Review Committee (CDRC).
4. *Plan* policies are used in evaluations of Residential Cluster Project (RCP) subdivisions.
5. *Plan* policies are used in staff review of requests to vacate City property.
6. *Plan* policies are also used to establish and guide the design of Capital Improvement Projects.
7. *Plan* policies are used in formulation of staff's position on variance requests from the Land Use Code.

## GENERAL GOALS FOR *ALVERNON-BROADWAY AREA PLAN*

The General Goals provide broad direction as a framework for the *Plan*. The General Goals are referred to by City staff and other *Plan* users to better understand the overall context for the more specific policies and guidelines. If there is a difference on how a policy should be applied, goal statements assist staff in resolving the conflict and making a final interpretation.

The purpose of the *Alvernon-Broadway Area Plan* is to guide future development while protecting and enhancing existing uses. The general goals of the *Plan* are to:

- \* Preserve and protect the integrity of established, low-density neighborhoods.
- \* Identify appropriate locations for new development.
- \* Protect and enhance vegetation and open space.
- \* Provide safe and efficient circulation systems for all appropriate modes of transportation including pedestrian.
- \* Protect private property rights and recognize deed restrictions.

## DEFINITIONS

**Abutting:** properties that share a common boundary line or properties that touch along a border.

**Acre:** a measure of area, 43,560 square feet.

**Activity Center:** an area developed in a mix of land uses in which residential, commercial, employment, and service activities occur in close proximity to each other. El Con Mall is identified as a potential activity center in the City's *General Plan*.

**Adjacent:** properties with one or more contiguous boundaries, including across all common rights-of-way and easements.

**Associated Parking:** land used solely for the purpose of providing surface parking for an adjacent use; no buildings are allowed.

---

*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*.

**Buffering:** the use of design elements, such as masonry walls, berms, setbacks, landscaping, building heights, density transitions, and sensitively designed parking areas, to mitigate the impact of more intense development on less intense uses.

**Compatibility of Scale:** the relationship of size, height, shape, and setback of development in comparison to adjacent buildings, architectural elements, landscaping, and human form.

**Commercial Land Use:** land use that involves the retailing and/or wholesaling of products or business services and limited manufacturing activities.

- \* **Community Level:** commercial uses intended primarily to serve an areawide market; for example, those allowed in the City C-2 and C-3 zone.
- \* **Neighborhood Level:** commercial uses intended primarily to serve a local neighborhood market; for example, those allowed within the City C-1 zone.

**Community Design Review Committee (CDRC):** an interdepartmental, inter-agency body that reviews all subdivision plats and development plans associated with rezoning cases in the City. The Committee serves as a technical advisory committee to the Zoning Examiner, City Manager, and the Mayor and Council.

**Defensible Space:** physical design features that create a sense of ownership or territoriality of common areas and which allows the surveillance of public areas from within a residential or nonresidential development. Design features can include fences, walls, electronic security, steps or changes in ground level, lighting, and building placement.

**Density:** number of dwelling units per acre (see Residential Cluster Project definition).

- \* **Low Density:** density up through 6 units per acre; primarily single-family, detached residences but may include attached housing units such as duplexes and townhomes.
- \* **Medium Density:** density from 7 to 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, including multi-family developments such as townhomes, apartments, and condominiums.

**Nonresidential Use:** commercial use, office use, and residentially scaled office use.

**Office Land Use:** land use that provides administrative, consulting management, and professional services to business and individuals.

**Residential Cluster Project (RCP):** development option in the residential zones that provides for greater flexibility and creativity in design. Use of the RCP may result in higher densities than conventional development in the same residential zone.

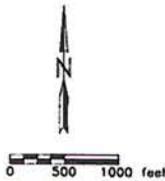
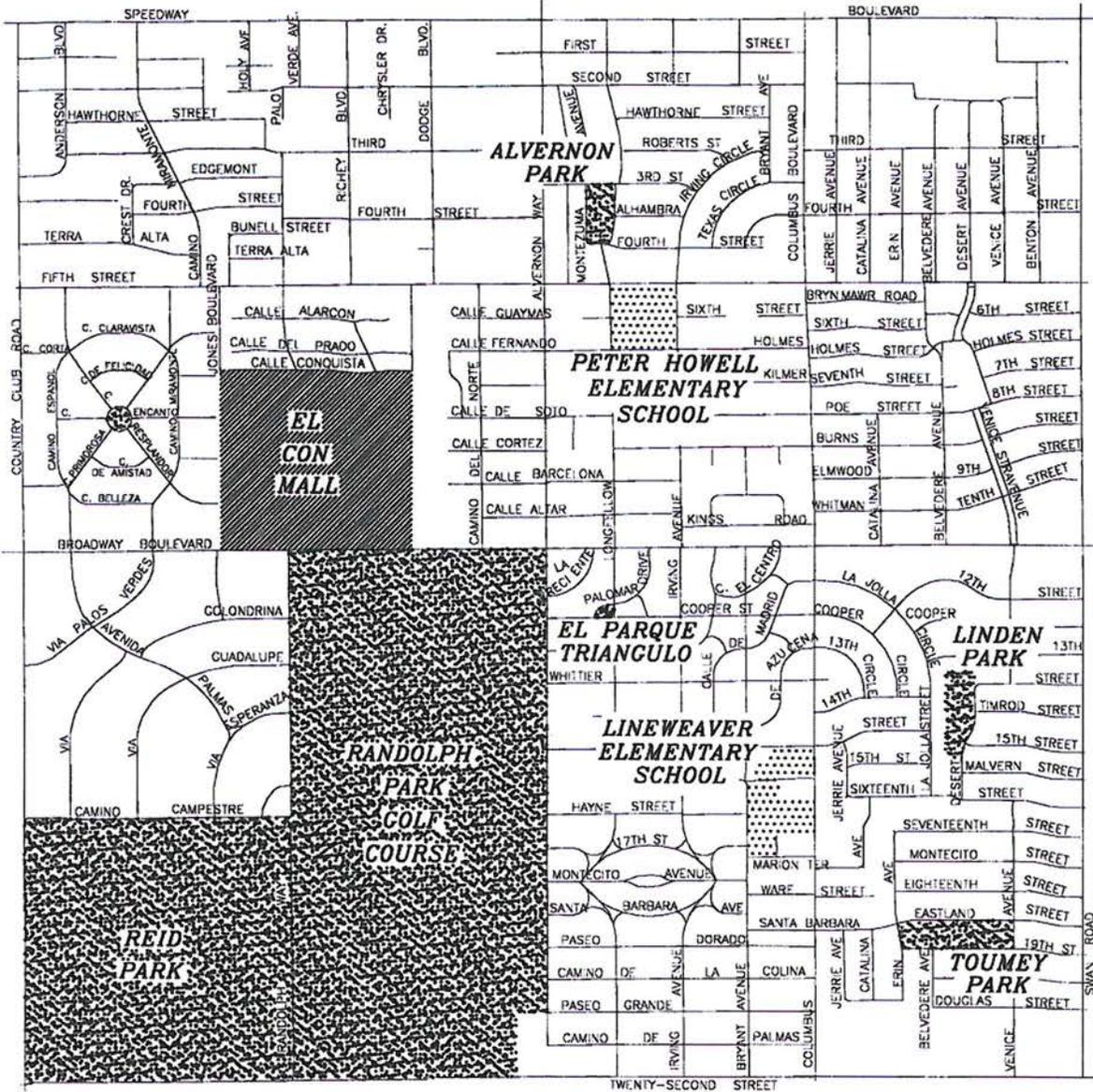
**Residentially Scaled Office Use:** administrative/professional office use that is similar in scale with the surrounding residential area, either in converted residential structures or in new structures limited to a building height of 16 feet. For example, site and architectural design are guided by criteria outlined within the O-1 office zone.

**Screening:** an opaque barrier designed and constructed to conceal areas used for storage, refuse, mechanical equipment, parking, or delivery service loading bays from the street and public view; or to buffer adjacent land uses.

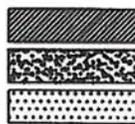
**Street:** any permanent public or private right-of-way, other than an "alley" or "parking area access lane," set aside to accommodate vehicular-travel lanes, parking lanes, bike lanes, pedestrian facilities, utility areas, and other such features whether designated as a street, drive, highway, thoroughfare, road, boulevard, avenue, lane, or place.

- \* **Arterial Street:** a high-level traffic artery designated in the *Major Streets and Routes Plan* that connects with other arterials, freeway exchanges, or bridges to provide travel continuity through the City.
- \* **Collector Street:** a roadway designated in the *Major Streets and Routes Plan* that funnels traffic from an area or neighborhood to the nearest arterial street.
- \* **Local Street:** a street that is not designated in the *Major Streets and Routes Plan*. Local streets, which usually have an average daily traffic count of less than 2,000 vehicles, provide neighborhood access to collector and arterial streets.
- \* **Major Streets:** streets identified in the *Major Streets and Routes Plan*, i.e., Arterials and Collectors.
- \* **Gateway Route:** streets identified in the *Major Streets and Routes Plan* that are routes to major employment centers, shopping areas, recreational areas, and transportation centers that are used by large numbers of visitors and residents.

ALVERNON-BROADWAY AREA PLAN  
PLAN AREA FEATURES



Legend



EL CON MALL  
PARKS/OPEN SPACE  
SCHOOLS

## I. LAND USE POLICIES

### A. PARKS, RECREATION, AND OPEN SPACE

**Parks, Recreation, and Open Space Background:** Three official neighborhood parks exist within the boundaries of the Alvernon-Broadway Area: Alvernon Park, Linden Park, and Toumey Park. Alvernon Park at 3900 East Third Street and Linden Park at 300 South Desert Avenue each consist of three acres of turf with picnic sites, playground and recreational facilities, and a Little League field. Toumey Park at 4500 East Eastland consists of a total of seven acres with six acres of turf, picnic ramadas, playground facilities, and multiple-use courts.

In addition to the neighborhood parks are two neighborhood landscaped open space areas: El Parque Triangulo and El Encanto Circle. El Parque Triangulo is a small area of maintained open space frequently used by neighborhood residents for passive park use. It is located on the corner of Longfellow Avenue and Cooper Street. El Encanto Circle is a landscaped open space area in the center axis of the El Encanto Neighborhood. This landscaped design feature provides a visual focus for the neighborhood and provides opportunities for passive recreation (see Plan Area Features Map).

Major park and recreation facilities are available in close proximity to the Alvernon-Broadway Area at Gene C. Reid Regional Park and Randolph Golf Course-Recreation Center located outside of the plan boundaries to the southwest (see Plan Area Features Map). Reid Park consists of 131 acres and includes a full range of park and recreation facilities and amenities. In addition, the Randolph Park Golf Course and Recreation Center at 600 South Alvernon Way consists of 292 acres with major golf and recreational program facilities.

Three issues emerged during the meetings with the Steering Committee on the subject of parks and open space. One issue was the need for development of additional neighborhood park space. This need has been documented in the *City of Tucson Parks and Recreation Master Plan 2000 - A Proposed Expanded and Enhanced Neighborhood Park System*, completed in 1991. This study recommended that the City attempt to increase the amount of neighborhood parklands from the existing .7 acres per thousand persons to an amount closer to the national average of 2.5 acres per thousand. With a population within the Alvernon-Broadway Area of 13,000 persons, additional acres of neighborhood parkland are needed. To rectify the need, the study proposed that the two elementary schoolgrounds (Peter Howell and Lineweaver) be improved to accommodate neighborhood park needs through joint-use by the City and the school district. In addition, the study proposed two general locations for land acquisition for two new neighborhood parks, one in the northwest corner of the Alvernon-Broadway Area and one in the east-central part of the Area.

The second issue the Steering Committee discussed was the need to preserve and enhance the existing open space areas such as public rights-of-way along washes and street frontages. In particular, the Committee felt the need for landscape improvements to the large public street rights-of-way within the San Gabriel Neighborhood.

The San Gabriel Neighborhood voiced a third issue concerning the overflow parking from various golf and recreation events at the Randolph Golf Course and Recreation Center on their local streets. The Committee, as a whole, agreed that adequate parking facilities or other parking arrangements should be made to accommodate event parking without inconveniencing the neighborhood residents.

**Intent Statement:** The parks, recreation, and open space policies are intended to preserve and enhance the public parks and open space areas within the Alvernon-Broadway Area. The policies address the need for public improvements in the form of additional neighborhood park and open space areas and improvements to existing areas and facilities.

**Policy 1: Provide additional neighborhood parklands and facilities for the Alvernon-Broadway Area.**

- a. Implement the Proposed Expanded and Enhanced Neighborhood Park System study by improving both Peter Howell and Lineweaver Elementary schools with neighborhood park facilities.
- b. Implement the recommendations in the Neighborhood Park System study by purchasing vacant land for two neighborhood parks as soon as possible to insure its availability.
  1. Consider purchasing the vacant parcels north of Fourth Street between Richey and Dodge Boulevards for future park development.
- c. Work with the Parks and Recreation Department and Transportation Department staff to limit special event overflow parking from Randolph Golf Course and Randolph Recreation Center. In particular, expand the parking facilities at the Randolph Golf Course and Randolph Recreation Center on the west side of Alvernon Way to accommodate special event parking on-site (see Residential Policy 4.c - Subarea 2).

**Policy 2: Improve and enhance existing open space areas within the Alvernon-Broadway Area.**

- a. Work with the San Gabriel Neighborhood to landscape and maintain the existing excess rights-of-way along its streets

## B. RESIDENTIAL POLICIES

**Residential Background:** The Alvernon-Broadway Area is composed of relatively stable, predominately single-family residential neighborhoods located in central Tucson. The Area contains about 3 percent of the City of Tucson's population (approximately 13,000 persons) and about 7 percent of the housing units (6,680 units). Over half of the housing units (56 percent) are single-family, detached units and about one third (36 percent) of the units are multi-family units such as apartments. These percentages of single-family detached and multi-family units are very comparable to figures for the City of Tucson as a whole (54 percent and 37 percent, respectively). What is unique about the Alvernon-Broadway Area is the large percentage of land used for residential purposes. About 61 percent of the total acreage of the Area is residential, contrasting with 31 percent of the total acreage of the City of Tucson. These figures illustrate that this Area is predominately developed as low-density residential.

Within Tucson city limits, low-density residential land use is typically zoned SR, RX-1, RX-2, and R-1. In the Alvernon-Broadway Area, most of the low-density residential is zoned R-1 and developed with three to four houses per acre.

Medium-density residential is typically zoned R-2 (or mobile home zoning) within Tucson city limits. Medium-density residential areas usually have the greatest mix of housing types, ranging from single-family housing, to apartment complexes.

High-density residential is generally zoned R-3 within Tucson, although high-density residential can occur in all of the business or commercial zones. In Tucson, apartments are typically developed at approximately 25 residential units per acre in areas designated for high-density residential. Another unique aspect of the Alvernon-Broadway Area is the number of properties zoned for high-density residential use, but developed at a much lower density.

One of the major issues addressed in the *Alvernon-Broadway Area Plan* is preservation of the character of the low-density residential neighborhoods within the Area. Many of the subdivisions (El Encanto, El Montevideo, San Clemente, San Gabriel, etc.) were platted in the 1930s and 1940s and some of the residences were constructed during this same period, providing a historical context to the Area. In addition, some of the Area residences are architecturally unique and include designs by noted Tucson architect Josias Joesler. The Residential Policies respond to this issue by addressing the design of any new development as it relates to compatibility with the character and features of the surrounding uses, especially the low-density residential development. In addition, the Residential Policies address the need for appropriate residential density based upon the character of the surrounding area and the type of street that provides access to a parcel of land. This approach to the development of policies for the Area recognizes the adopted Neighborhood Plans in the area and reflects the land-use densities these plans propose.

Another issue which emerged during *Plan* formulation is the flip side of the issue of low-density residential -- the need for a variety of housing options, including high-density opportunities. Subarea 1 (see Conceptual Land Use Map) is somewhat unique to the Plan Area given the concentration of existing medium- and high-density residential zoning within the interior of the neighborhood and the potential availability of large infill parcels.

In addition, three adopted Neighborhood Plans: *El Encanto/Colonia Solana*, *El Montevideo*, and *San Clemente-Country Club Heights*, exist within the Alvernon-Broadway Area. These plans provide specific direction for properties within their boundaries. In the event of any conflicts with the *Alvernon-Broadway Area Plan* policies, the Neighborhood Plan policies take precedence over the more general policies of this *Plan*.

**Intent Statement:** The residential policies are intended to guide future development and ensure harmony of new residential development with existing neighborhoods. The policies recognize the residential character of the Plan Area and the potential for impacts from new higher- density residential, office, and commercial developments.

Plan policies are to be used in conjunction with the Conceptual Land Use Map and the General Design Guidelines to ensure the compatibility of a higher-intensity development abutting a less intense or lower-density use. Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan policies also help to formulate staff positions on requests for variances to the Land Use Code.

**Policy 1: Preserve and improve the design quality of residential areas.**

- a. Ensure that new residential development is sensitively designed to enhance existing land uses by compatibility of scale, density, and character with existing development, as outlined in the General Design Guidelines.
- b. Encourage neighborhoods to identify those features such as building materials, colors, landscaping, or building design which by repetition characterize their area, and to establish a list of such unifying elements.
- c. Encourage neighborhoods to record, publicize, and disseminate to the public, potential developers, and City Planning Department the list of features characterizing their area which has been accepted by the neighborhood association(s).

- d. Encourage neighborhoods to work with residents/developers to incorporate one or more of these design features in future remodeling and in new construction.

**Policy 2: Consider residential infill and redevelopment in existing neighborhoods under the following guidelines (see Residential Subarea 1).**

- a. Low-density residential developments are appropriate within the interior of established neighborhoods, along local streets and along certain stretches of residentially developed major streets, as shown on the Conceptual Land Use Map.
- b. Medium- and high-density residential uses are generally appropriate along arterial streets, except where low-density residential parcels side on an arterial street or are buffered by an existing frontage road. Generally, medium- and high-density residential development is not appropriate within the interior of established low-density neighborhoods unless identified on the Conceptual Land Use Map (see Residential Policy 4 and the adopted Neighborhood Plans).
- c. Columbus Boulevard, the only street within the Plan Area recognized by the *Major Streets and Routes Plan* as a collector street, should retain its low-density residential character.
- d. Fifth Street should maintain its low-density residential character with consideration given to the possibility of residentially scaled office use between Columbus Boulevard and Swan Road that meets the required design criteria.

**Policy 3: Subarea 1: Generally bounded by First Street to the north; Fifth, Fourth, and Second Streets to the south; Alvernon Way to the east; and Palo Verde Road and Camino Miramonte to the west (see Conceptual Land Use Map). This area should be allowed to transition to medium- and high-density residential uses.**

- a. Those parcels west of Dodge Boulevard and south of the Hawthorne Street alignment should be allowed to develop with medium-density residential uses.
- b. Those parcels east of Dodge Boulevard and any other parcels in Subarea 1 not located within the medium-density parameters listed above should be allowed to develop with high-density residential uses.
- c. Consider the consolidation of subarea parcels with parcels adjacent to the north and east boundaries of Subarea 1.

- d. All new development within Subarea 1 should be designed with compatibility and sensitivity to adjacent land uses and should comply with the General Design Guidelines.
- e. Develop a new neighborhood park within Subarea 1, consistent with the recommendations in the Parks and Recreation Department study A Proposed Expanded and Enhanced Neighborhood Park System, through the acquisition of existing contiguous vacant parcels (see Parks, Recreation, and Open Space Policy 1.b.1).

**Policy 4: Subarea 2: San Gabriel Neighborhood bounded by Hayne Street to the north, Paseo Dorado to the south, Bryant Avenue to east, and Alvernon Way to the west should be maintained as a low-density residential area.**

- a. Low-density residential development is preferred along Alvernon Way but consideration would be given to residentially scaled office along Alvernon Way that meets the following criteria:
  - 1. Access only from Alvernon Way.
  - 2. Meets all Nonresidential Policy 1 Criteria except for 1.c.
- b. Encourage the Doubletree Hotel to work with San Gabriel Neighborhood to limit vehicular access points from local streets, in particular Hayne Street (see Transportation Policy 5.d.).
- c. Work with the Transportation Department and the Parks and Recreation Department staff to limit special event overflow parking from Randolph Golf Course and Randolph Recreation Center. In particular, expand the Center on the west side of Alvernon Way to accommodate special event parking on-site (see Parks, Recreation, and Open Space Policy 1.c).
- d. Allow parking use in the two lots immediately east of the Alvernon Way Frontage, between East Santa Barbara and East Paseo Dorado.

(August 3, 1998, Resolution 18096, ABAP added Residential Policy 4.d.)

### C. NONRESIDENTIAL POLICIES

**Nonresidential Background:** As the percentages of land used for residential purposes are not typical within the Alvernon-Broadway Area, (compared to Tucson in general) neither are the percentages of land used for nonresidential purposes. The quantity of land used for commercial and office uses within the City of Tucson is 6 percent; the Alvernon-Broadway Area contains 14 percent (or 275 out of 1,937 acres) for commercial and office uses. In addition, the Alvernon-Broadway Area has 17 percent of its land used for streets and alleys compared to only 11 percent for Tucson as a whole.

The higher percentages of land used for nonresidential purposes (and residential purposes) as compared with the rest of the City is a result of the built-out nature of the Alvernon-Broadway Area, not surprising for an inner-city area. The higher percentage of developed land uses is reflected in a lower percentage of vacant land located within the Plan Area than found City-wide. Vacant land in Alvernon-Broadway Area accounts for only 4 percent of the total acres while vacant land with Tucson city limits is 35 percent.

Development pressures on this well-established part of the City take the form of requests to rezone the remaining vacant land and to redevelop existing properties. Since 1980, there have been a total of 23 rezoning cases in the Area. Neighborhood concerns focused on determining the appropriate locations to allow development and redevelopment as well as the utilization of design techniques to mitigate impacts from development.

One type of nonresidential development discussed in detail was residentially scaled office uses. Policies were formulated to provide specific direction for the location and parcel size of residentially scaled office uses and to address access, parking, landscaping, and buffering.

In addition to residentially scaled office uses, the appropriate location for other commercial and office uses was identified. One of the themes which emerged from the planning process was to limit new commercial development to already established nonresidential areas.

Other particular nonresidential areas of focus include the Tucson Electrical Power (TEP) substation site, identified as Subarea 3, and the El Con Mall, identified as Subarea 4. Subarea 3 is an eight-acre site on Columbus Boulevard near Twenty-Second Street. This site has been developed as a substation with new transformers scheduled for the future. One development concern identified for this site during the planning process was the associated drainage problems which rendered vacant parts of the site difficult to develop in the future and the need to visually improve the site's appearance with buffer landscaping.

El Con Mall, identified as Subarea 4, is an activity center within the Plan Area which provides regional services to the entire community. A nonresidential development of this magnitude, surrounded by low-density residential uses, can generate potentially negative impacts on adjacent neighborhoods. Neighborhood concerns focused on defining a commercial core area, maintaining the peripheral parking land use buffer, and improving circulation in the surrounding area. In addition, three adopted Neighborhood Plans exist within the Area: *El Encanto/Colonia Solana*, *El Montevideo*, and *San Clemente-Country Club Heights*. In the event of any conflicts between the *Alvernon-Broadway Area Plan* policies and the Neighborhood Plans, the more specific Neighborhood Plans take precedence over the more general policies of the Area Plan.

**Intent Statement:** The nonresidential policies are intended to limit office and commercial development to locations within the Plan Area that are most suited to handle the intensity of such uses in terms of traffic generation and other potential impacts on adjacent residential uses.

These policies have been designed to minimize the expansion of nonresidential uses into existing neighborhoods and are to be used in conjunction with the General Design Guidelines. *Plan* policies are used primarily during the rezoning process and for applicable CDRC reviews. *Plan* policies also help to formulate staff positions on requests for variances to Land Use Code requirements.

**Policy 1: Consider the conversion of existing residential structures or vacant lots to residentially scaled office uses when all the following criteria are met.**

- a. Existing Neighborhood Plan supports the conversion.
- b. The site area is 10,000 square feet or larger.
- c. Primary access can be provided from a major street. Secondary access to a local street may be considered with neighborhood support.
- d. All parking and maneuvering requirements can be met on-site.
- e. Given the design focus of the O-1 zone, variance requests relating to landscaping and buffering requirements are not supported by the *Plan*.
- f. The conversion of an existing residential unit should maintain the residential character of the structure, with the main entrance on the major street.

- g. New construction of residentially scaled office uses should maintain a compatibility of mass and scale with adjacent uses, especially single-family residential uses (see General Design Guidelines).
- h. Consolidation of parcels for residentially scaled office use should occur only when all parcels involved have some arterial frontage.

**Policy 2: Limit new office and commercial uses and redevelopment of existing uses to the locations shown on the Conceptual Land Use Map when all of the following criteria are met.**

- a. Primary access can be provided from an arterial street.
- b. All parking and maneuvering requirements can be met on-site or, if off-site, on locations that have been historically used for parking in conjunction with the site.
- c. Screening and buffering for adjacent residential uses can be provided on-site.
- d. New development complies with the General Design Guidelines.

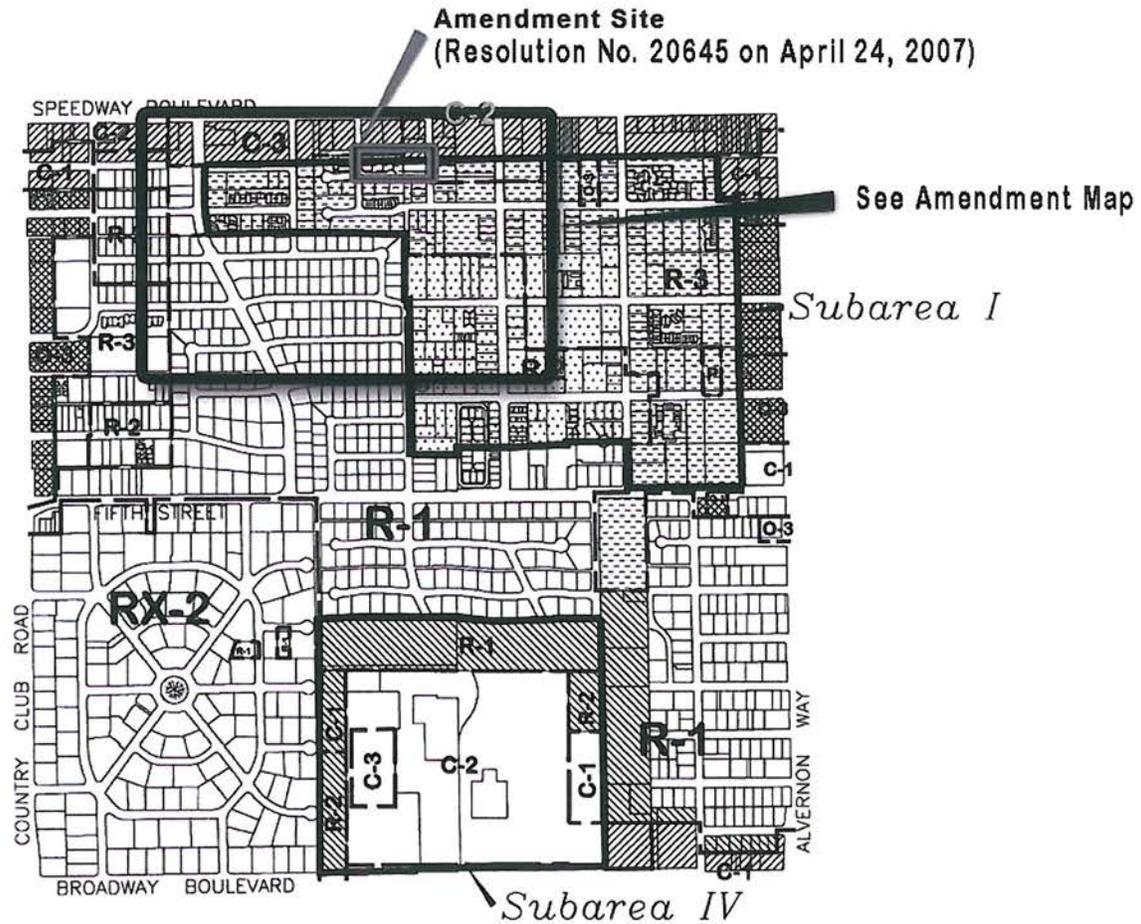
**Policy 3: Subarea 3: Maintain the Tucson Electric Power (TEP) Substation site located northeast of the Twenty-Second Street and Columbus Boulevard intersection as a public utility site.**

- a. Encourage TEP and the surrounding neighborhoods to work together to establish a landscape buffer along Columbus Boulevard that minimizes the impacts of on-site activity on adjacent uses.
- b. Encourage TEP to work with the Department of Transportation on any future improvements to Columbus Boulevard (see Transportation Policy 6.b).

**Policy 4: Subarea 4: Maintain the El Con Mall as a mixed-use activity node (see Transportation Policy 8.)**

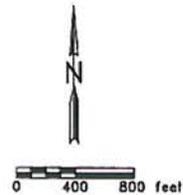
- a. An appropriate mix of land uses, under existing zoning, should provide regional services to the community.
- b. Commercial activities, other than parking, are restricted to commercially-zoned areas as indicated on the Conceptual Land Use Map.
- c. A parking buffer under existing zoning, as shown on the Conceptual Land Use Map, should be maintained as a land-use transition buffer for surrounding low-density neighborhoods.

# ALVERNON-BROADWAY AREA PLAN CONCEPTUAL LAND USE MAP



Legend

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OFFICE
- OFFICE/HIGH DENSITY RESIDENTIAL
- PARKING BUFFER
- COMMERCIAL/OFFICE/HIGH DENSITY RESIDENTIAL



# ALVERNON-BROADWAY AREA PLAN CONCEPTUAL LAND USE, AMENDMENT MAP



Amended by Resolution 20645 on April 24, 2007  
to allow commercial/ office/ high density  
residential northeast of 1st and Holly

Legend

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL/OFFICE/HIGH DENSITY RESIDENTIAL

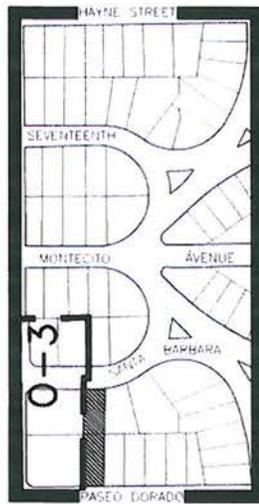


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# ALVERNON-BROADWAY AREA PLAN

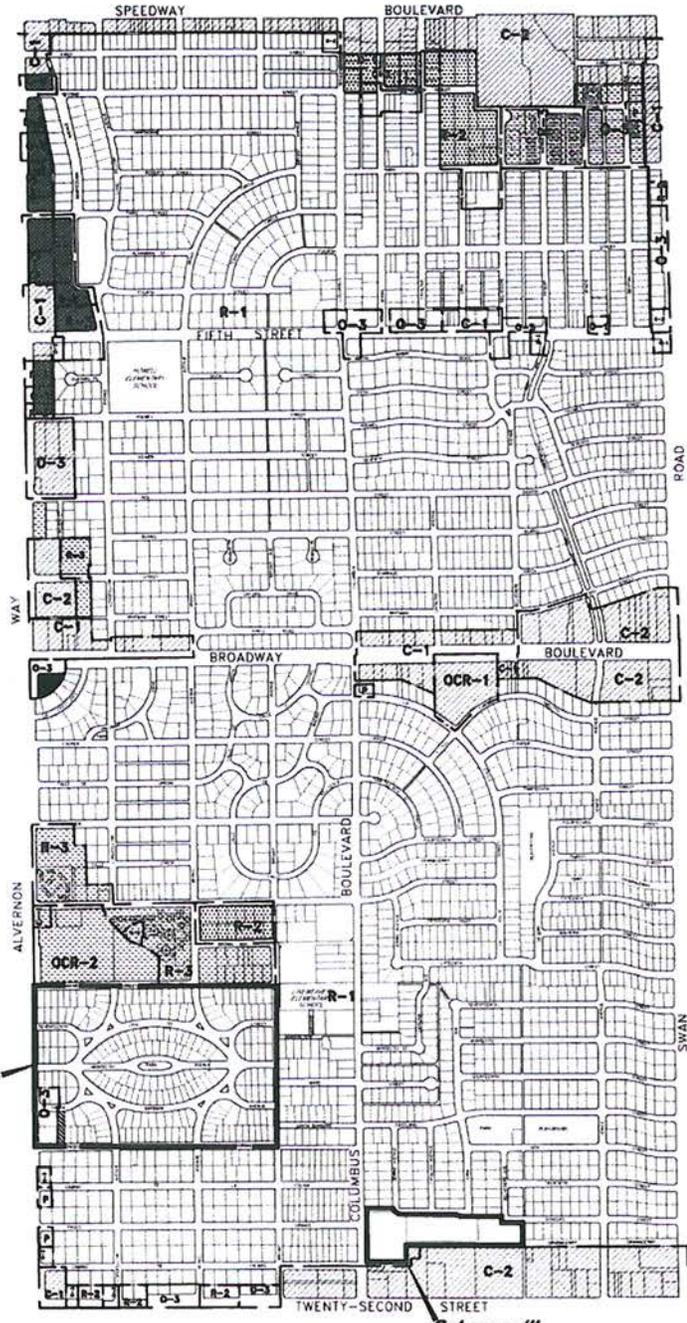
## ALVERNON-BROADWAY AREA PLAN Conceptual Land Use Map

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Office
-  Office/High Density Residential
-  Parking Buffer
-  Commercial/Office/High Density Residential



**Enlargement of a  
Portion of  
Subarea II**

*Subarea II*



*Subarea III*

**August 3, 1998, Resolution #18096, ABAP added Residential Policy 4.d.**

**Amended 10/12/98, Resolution #18078, to allow Commercial uses  
on the Lodge on the Desert Hotel parcel.**

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## II. GENERAL DESIGN GUIDELINES

**Intent Statement:** The General Design Guidelines are intended to help ensure that new development or redevelopment is designed in a manner that enhances the visual appearance of the Alvernon-Broadway Area and that such development is compatible with existing land uses. Compatibility issues can be identified through working with adjacent property owners and neighborhood associations prior to the preparation of development plans and drawings. The guidelines identify architectural and landscaping elements that should be addressed in the development plan review. The guidelines suggest methods to implement the design recommendations and are intended to be used in various combinations depending on the proposed development, the adjacent use, and the existing site conditions.

**Landscaping Subgoal:** Enhance the visual continuity of the Area by planting drought-tolerant, native, or adaptive vegetation of similar form to the vegetation existing in the Area.

**Guidelines:**

1. Provide low-maintenance and drought-tolerant vegetation for new development.
2. Plant a balanced mix of drought-tolerant canopy trees, understory shrubs, and groundcover of similar form and scale to existing vegetation in the area, especially along major street frontages. Placement of trees should provide shade to pedestrians whenever possible. Locate plants, such as thorny cacti which may present a hazard to pedestrians, away from the edge of walkways.
3. Utilize accent plants at the intersections of major streets and for primary entry areas of new development.
4. Incorporate water harvesting techniques into the landscape irrigation design.

**Architectural and Site Design Elements Subgoal:** Design architectural and site plan elements to be compatible with existing land uses.

**Guidelines:**

1. Provide setbacks and a transition of heights and/or densities for proposed development which is adjacent to less intense uses, unless other mitigation measures provide adequate buffering.

2. Design or locate balconies and windows to protect the privacy of adjacent residential development.
3. Shield or direct outdoor lighting away from adjacent residential uses. Lighting fixtures should be as low in elevation as possible.
4. Transition building heights downward from the arterial street frontage toward adjacent residential uses to be compatible with adjacent buildings.
5. If appropriate, provide view corridors to mountain peaks from at least one point from adjacent development; for example, roof-lines can be varied to allow a view to mountain peaks.
6. Design signs to be compatible with the landscape plan and reflect the architectural style or theme of the proposed development.
7. Noise generating uses such as loading zones, dumpsters, cooling and heating units, and loudspeakers should be located away from and buffered from adjacent residential uses and residentially zoned property. Screen dumpster areas, storage areas, utility equipment, or water-pumping stations with landscaping and a minimum six-foot-high masonry wall.
8. Minimize the number of vehicular access points for new development.
9. Enhance the visual appearance of masonry walls by one of the following techniques:
  - a. Construct screening walls with decorative, graffiti-resistant materials such as tile, stone, brick, or textured brick/block; or cover walls with a coarse-textured material such as stucco, plaster, or a combination of materials.
  - b. Use colors found in the natural desert landscape for exterior wall colors.
  - c. Vary the wall alignment (jog, curve, notch, setback, etc.) and plant trees or shrubs in the voids created by the variations for visual relief and to resist graffiti.
10. Apply the following specific guidelines for future development of the Lodge on the Desert.
  - a. Access to the Lodge on the Desert parcel limited to Alvernon Way.
  - b. All parking located on-site.

- c. Orient pool, parking, and areas for recreation, delivery, public patio, and refuse uses away from the existing residences east of the site.
- d. Height limited to a mix of one- and two-story units with setbacks and transition of heights of all new facilities to provide compatibility and sensitivity to the adjacent parcels.
- e. New facilities to reflect architectural consistency with the existing facilities.
- f. No additional restaurant facility on-site.
- g. Use of the parcel limited to hotel and related uses.
- h. Design and locate balconies and windows to protect the privacy of adjacent residences.
- i. Direct outdoor lighting away from adjacent residential uses.
- j. Alvernon Way right-of-way issues, including but not limited to a possible amendment to the *Major Streets and Routes Plan Map*, shall be addressed prior to or as a part of the actual rezoning of the property.

(Amended September 5, 2000, Resolution 18699, ABAP added #10 Specific Design Guidelines.)

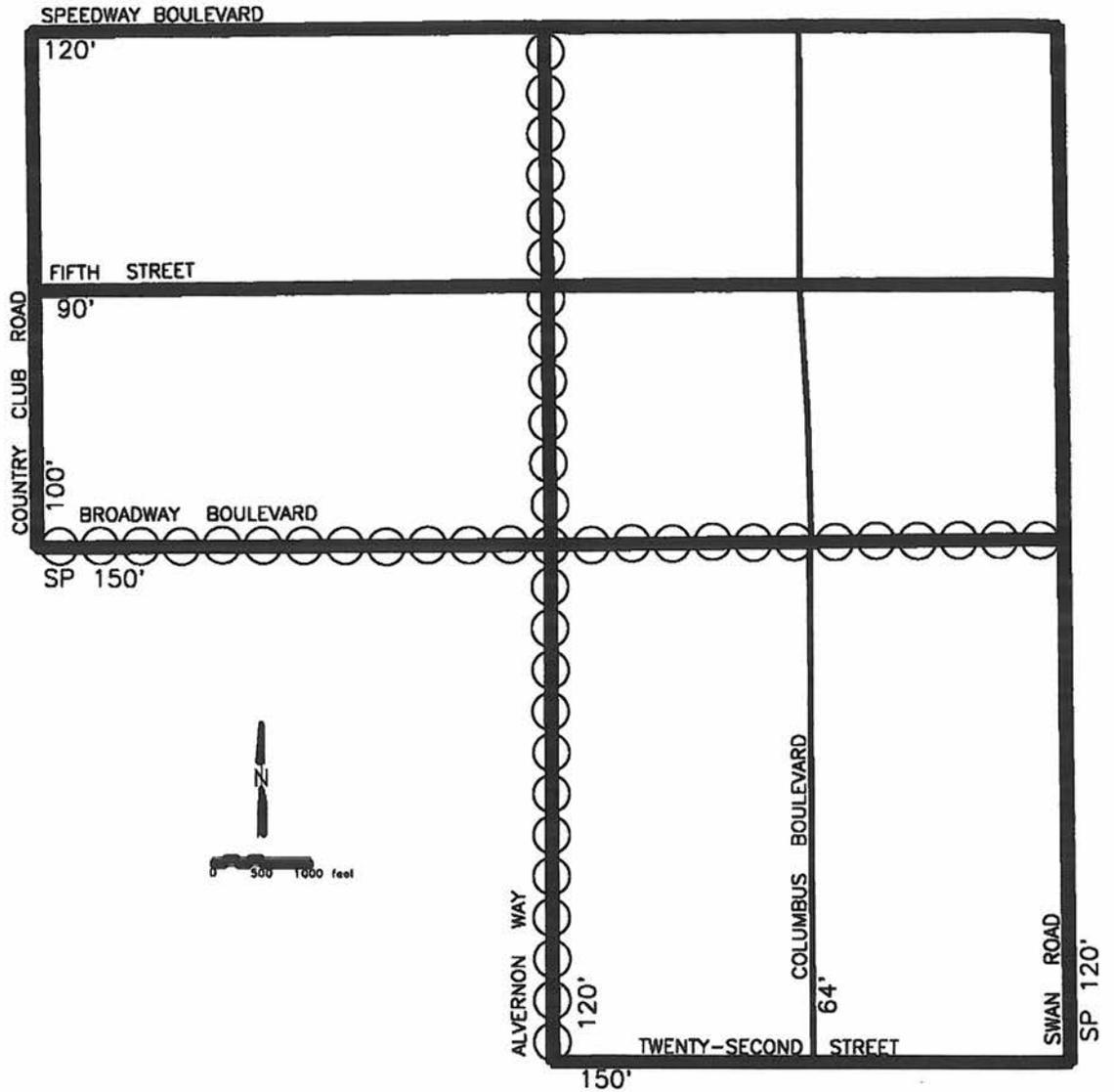
**Defensible Space Concepts Subgoal:** To enhance public safety and reduce the incidence of crime, new development should incorporate appropriate "Safe By Design" concepts as listed below.

**Guidelines:**

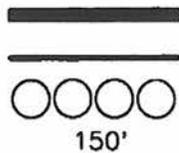
1. Encourage the utilization of curbs, sidewalks, and landscaped trails to define public, semi-public, and private areas.
2. Utilize screening which allows visibility and surveillance of the development and/or creates an effective barrier around the property.
3. In areas adjacent to doors and windows, select plant material of such height to retain visibility of building openings from the street or from other development (e.g. less than 30 inches or with a greater than 6-foot space between the ground and the canopy). Where possible, thorny or spiny plant material should be utilized.
4. Define property owner/occupant areas of influence through the use of design elements, such as walls, fences, changes in level or grade, lights, color, or change in paving texture.

5. Locate building entryways so that they are visible from other buildings, apartment entryways, and units.
6. Design entryways to provide residents with a view from their unit into the corridor that serves them.
7. Provide lighting at doorways, windows, entryways, and in corridors.
8. Provide each residential unit with an area of responsibility that extends beyond the entryway, with features such as the following:
  - a. Design stairwells to serve a minimum number of units per floor.
  - b. Utilize amenities and distinctive elements that extend the private space of individual units into landings and corridors.
  - c. Disperse and symbolically assign project amenities to certain units or cluster of units.
  - d. Locate children's play areas and other outdoor recreation areas so that they are visible from a maximum number of units.

**ALVERNON-BROADWAY AREA PLAN  
MAJOR STREETS AND FUTURE RIGHT-OF-WAY REQUIREMENTS**



Legend



- ARTERIAL STREET
- COLLECTOR STREET
- GATEWAY ROUTE
- REQUIRED MID-BLOCK FUTURE RIGHT-OF-WAY  
(As identified in the 1992 Major Streets and Routes Plan)

\* SP before a right-of-way indicates that the right-of-way is based on a specific right-of-way or improvement plan

City of Tucson Planning Department

### III. TRANSPORTATION AND STORMWATER CONTROL POLICIES

**Transportation Background:** The *Alvernon-Broadway Area Plan* is located in the central City, an area that is heavily impacted by City-wide through- or crosstown traffic. All of the arterial streets that cross the Alvernon-Broadway Area carry average daily traffic volumes in excess of 20,000 vehicles. The *Major Streets and Routes Plan (MS&R)* designates the east-west routes of Speedway Boulevard, Broadway Boulevard, and Twenty-Second Street as arterials within the Alvernon-Broadway Area. In addition, Fifth Street is designated as an east-west commuter arterial. This is a special designation which acknowledges its function as a commuter route and also its residential character.

North-south routes designated as arterials include Country Club Road, Alvernon Way, and Swan Road. Arterials are high volume roadways that typically serve over 12,000 vehicles per day with right-of-way cross sections designated at 90 to 150 feet. In addition to the arterial designation, both Broadway Boulevard and Alvernon Way are considered "Gateway Routes." Gateway Routes are typically used by residents and visitors to reach major employment, recreational, shopping, and transportation centers and have special design and landscaping requirements.

The *MS&R* designates Columbus Boulevard as a north-south collector street. Collectors generally serve 2,500 to 12,000 vehicles per day with designated rights-of-way from 64 to 76 feet.

Input from the Area Plan Steering Committee indicated several traffic related issues. Concerns were raised about the volume of traffic that major streets in the area presently carry, as well as projected volumes for these streets and the expanded rights-of-way proposed to carry future traffic volumes. There were also concerns about cut-through traffic on local streets and spill-over traffic from nonresidential uses which disrupt low-density residential areas. The Plan responds to these concerns by recommending a reevaluation of the *MS&R* to consider downsizing the proposed rights-of-way on several of the major streets within the Area to the existing lane configuration. Since transportation-related issues of this scale need to be resolved at the regional and City-wide level, this reevaluation of the *MS&R* would occur after development of the Metropolitan Transportation Plan currently in progress by the Pima Association of Governments.

**Intent Statement:** The transportation policies are intended to ensure that the transportation network in the Alvernon-Broadway Area (1) meets the travel needs and addresses traffic-related concerns of area residents while being consistent with City-wide transportation goals; (2) provides efficient traffic circulation; and, (3) protects the interior of existing residential areas from negative traffic impacts.

The policies are to be implemented through the consideration of transportation and traffic issues during the review process for new development and redevelopment within the Plan Area, during the design process for future road improvements, and in future updates to the MS&R.

**Policy 1: Coordinate with the City Department of Transportation and other pertinent departments to provide safe and efficient vehicular and pedestrian access throughout the Alvernon-Broadway Area.**

- a. Direct traffic from high intensity uses onto major streets.
- b. Limit the number of access points from new development and provide for all internal circulation, parking, and maneuvering requirements to be met on site or, if off-site, on locations that have been historically used for parking in conjunction with the site.
- c. Encourage the development of sidewalks along arterial and collector streets as part of all road improvements.
- d. Encourage the development of sidewalks along local streets with the support of the adjacent property owners.
- e. Coordinate with Tucson Unified School District to develop a safe pedestrian system for school children which includes sidewalks around all school perimeters, appropriately located bus-stop drop-off and pick-up locations, and paved pedestrian surfaces for bus-stops.

**Policy 2: Work with the Traffic Engineering Department to utilize various traffic engineering techniques as listed in the "Neighborhood Protection techniques and Traffic Control Study, May 1991," such as semidiverters, traffic circles, and speed humps to discourage traffic on major streets from "shortcutting" through neighborhoods on local streets.**

**Policy 3: Encourage development and the use of alternative modes of transportation within the Plan Area.**

- a. Encourage the establishment of pedestrian linkages between adjacent uses, bicycle parking and storage areas, and transit facilities as integral components of new development.
- b. Encourage new public improvements to include provision for mass transit, bicycle, and pedestrian components such as shaded bus shelters, bus pull-out areas, signed bicycle lanes, bicycle parking, and continuous sidewalks with street trees.

**Policy 4: Through public participation, encourage well-designed transportation improvements that minimize disruption to the neighborhood, while enhancing the visual environment of the Plan Area through the use of landscape buffers, berms, noise walls and/or other means.**

- a. When acquisition of public right-of-way is required for road widenings, pursue the feasibility of takings on one side of the street to minimize neighborhood and streetscape disruption.
- b. A consistent landscaping theme should be used along the major streets to unify the Alvernon-Broadway Plan Area.
- c. Preserve the viability of residential uses along major streets in the Alvernon-Broadway Area by retaining and enhancing existing frontage roads and landscape buffers in the design and construction of all future road widenings.

**Policy 5: Minimize the traffic impacts of Alvernon Way on surrounding neighborhoods.**

- a. Evaluate the *MS&R* to consider an amendment which retains the current four-travel-lane configuration of Alvernon Way.
- b. To enhance the visual streetscape, retain the Gateway Route designation.
- c. Investigate the feasibility of installing a double left-turn lane for north-bound Alvernon Way at Broadway Boulevard.
- d. Coordinate with the Doubletree Hotel to limit vehicular access from local streets, in particular, the number of access points on Hayne Street (see Residential Policy 4.b: Subarea 2).

**Policy 6: Preserve Columbus Boulevard as a residentially developed collector street within the Alvernon-Broadway Area.**

- a. Retain the low-density residential uses along Columbus Boulevard (see Residential Policy 2.c.).
- b. Continue to work with the Department of Transportation on a future cross-section for Columbus Boulevard between Broadway and 22nd Street which provides for safe vehicle, pedestrian, bicycle, and bus circulation, while retaining the residential scale of the street (see Nonresidential Policy 3.b).
- c. Analyze the traffic on north-bound Columbus Boulevard at Broadway to determine if a left-turn arrow on the traffic signal is needed.

**Policy 7: Minimize the traffic impacts of Fifth Street on surrounding neighborhoods within the Alvernon-Broadway Area.**

- a. Amend the *MS&R* to convert Fifth Street to a collector street.
- b. Retain the low density residential uses and allow residentially scaled office uses along Fifth Street as defined in Residential Policy 2.d.
- c. Encourage improvements to alternative east/west routes and thoroughfares through the City as a means to reduce the amount of traffic on Fifth Street.

**Policy 8: Improve the traffic circulation for the area around El Con Mall.**

- a. Encourage the City, the owners of El Con Mall, and surrounding neighborhoods to participate in an interim circulation study which addresses the traffic impacts of El Con on the surrounding neighborhoods. Investigate the following points (but not limit to) as a part of the circulation study:
  1. The closing of the Palo Verde access/egress to El Con Mall.
  2. Access and egress to El Con Mall through the study of existing traffic lights at Randolph Way and Dodge Boulevard at Broadway Boulevard; and Dodge Boulevard at 5th Street.
  3. A right-turn lane from Broadway Boulevard into El Con Mall to improve the travel flow at Dodge Boulevard.
  4. Minimize through traffic into El Montevideo Neighborhood from the shopping area bounded by Broadway Boulevard, Calle Altar, Camino del Norte, and Alvernon Way.

- b. Maintain the existing condition of no vehicular access from Country Club through El Encanto Neighborhood and from Alvernon Way through El Montevideo Neighborhood into El Con Mall.

**Policy 9: Minimize the traffic impacts of Country Club Road on surrounding neighborhoods.**

- a. Evaluate the *MS&R* to consider an amendment which retains the current four-travel-lane configuration of Country Club Road.
- b. Encourage the enhancement of the visual streetscape along Country Club Road.

**Policy 10: Minimize the traffic impacts of Broadway Boulevard on surrounding neighborhoods.**

- a. Evaluate the Broadway Corridor Study to consider an update that would amend the *MS&R* to retain the current six-lane configuration of Broadway Boulevard.
- b. To enhance the visual streetscape, retain the current public right-of-way.

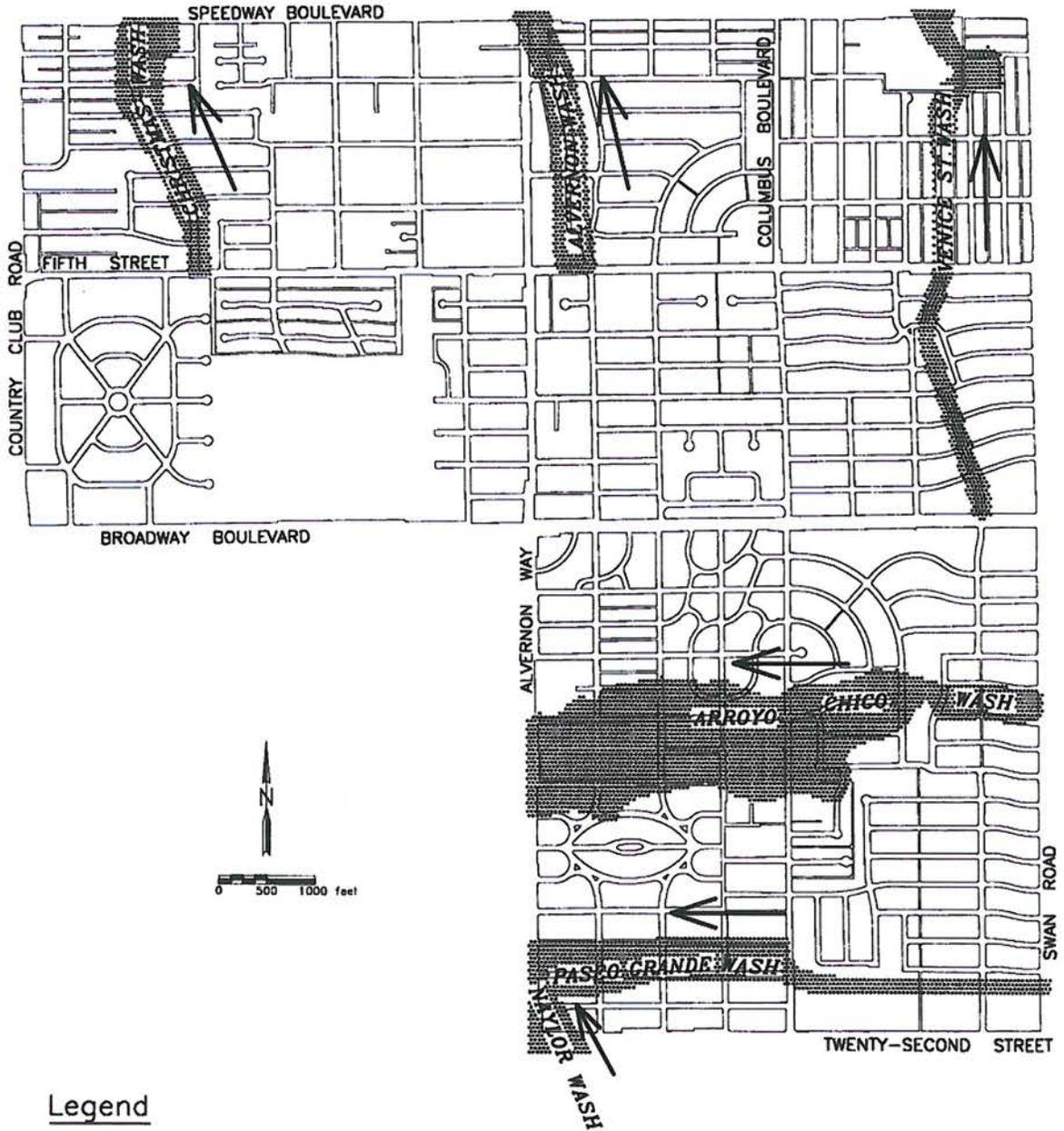
**Stormwater Control Background:** The Alvernon-Broadway Plan Area is impacted by the floodplain of six watercourses: Christmas Wash, Alvernon Wash, Venice Wash, Arroyo Chico, Paseo Grande Wash, and Naylor Wash. (See the Drainage Map.) Over the years, the urbanization of the Tucson Basin has resulted in a measurable increase of surface runoff. This increase is a direct result of the construction of physical features such as buildings, paved parking lots, and paved streets which increase the volume and velocity of floodwaters.

This increase in surface runoff and flooding potential, as well as stormwater quality, is being addressed in a comprehensive study managed by the City of Tucson Department of Transportation called the *Tucson Stormwater Management Study (TSMS)*. Washes within the Tucson Basin were inventoried for physical characteristics and flood control alternatives were generated as a part of this study.

As a part of *TSMS*, no flood control improvements were proposed for the stretches of Christmas Wash, Paseo Grande Wash, and Naylor Wash within the Alvernon-Broadway Area, although improvements to these washes are proposed further upstream.

The *TSMS* also proposed general nonstructural stormwater management measures and the purchase of flood insurance for the area where Alvernon Wash intersects Speedway Boulevard. General nonstructural stormwater management measures include a variety of techniques such as land use controls and the use of grading to control flood waters. Of all the washes within the Plan Area, the Arroyo Chico has the greatest potential for flooding impacts due to the number of properties within the Federal Emergency Management Agency (F.E.M.A.) 100-year floodplain. Two alternatives were generated through the *TSMS* for the stretch of the Arroyo Chico within the Alvernon-Broadway Area. One alternative includes the use of general nonstructural and structural measures with a combination of concrete open channels and vegetated channels. The second alternative includes the use of general nonstructural measures, combining the preservation of the existing vegetated watercourse with the purchase of flood insurance. Flood control measures are also proposed for a section of the Arroyo Chico downstream from the Alvernon-Broadway Area as part of an Army Corps of Engineer's project.

# ALVERNON-BROADWAY AREA PLAN DRAINAGE



### Legend



FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.)  
100 YEAR FLOODPLAIN\*



DIRECTION OF FLOW

\* For Specific Site Information and Updates, F.E.M.A. Maps of  
City of Tucson, Engineering Dept. should be consulted, 791-4914

Information from City of Tucson, Engineering Department

**Policy 11: Encourage a comprehensive approach to stormwater flood control and stormwater quality management in the Alvernon-Broadway Area.**

- a. Require developers to submit hydrologic studies that consider drainage impacts on uses in proximity to the 100-year floodplain, in particular the Arroyo Chico floodplain.
- b. Encourage the Department of Transportation to address the stormwater problems associated with the washes within the Alvernon-Broadway Area, particularly the Arroyo Chico and the Venice Wash.
- c. Recommend that both new and existing developments institute stormwater quality techniques to filter and retain stormwater runoff, particularly for land uses which generate hazardous and semi-hazardous wastes and for vehicular use areas.

#### IV. PLAN ADMINISTRATION GUIDELINES

**Plan Administration Background:** Some subdivision plats, acreage plots, and separate parcels of land incorporate private covenants and other private deed restrictions. While private deed restrictions are not enforced by the City of Tucson and do not influence action related to certain approvals and decisions (rezonings, variances, etc.), many of the neighborhood associations diligently enforce them. Developers should inform themselves of whether such private deed restrictions exist because they may affect/influence parcel development or use of the property.

On occasion, variance requests from the Land Use Code and applications requesting Substitution of Nonconforming Use, Temporary Use, and Conditional Use Permits are submitted to the Planning Department for consideration. Although the Land Use Code requires notification of adjacent residents for such requests, these variances are not subject to plan compliance requirements under State statutes. However, when an application is submitted, staff will refer to *Plan* policies to formulate staff's position on these applications/requests. Based on whether the variance request complies with the intent of the pertinent *Plan* policies, staff may not support the request, support it as requested, or support the request with added conditions that make the variance more palatable.

**Intent Statement:** These guidelines are intended to identify the responsibilities of the City of Tucson Planning Department and Citizen Participation Offices, developers, and the neighborhood association(s) and representatives in the *Plan* implementation process.

**Guidelines:**

1. Provide for citizen input in the *Plan* implementation process.
  - a. Developers/builders are required to notify and offer to meet with affected neighborhood association(s) and property owners regarding rezoning requests prior to submittal of the rezoning application (Development Standard NO. 1-07.0).
  - b. Prior to formalizing a development plan, encourage developers/builders to notify and offer to meet with affected neighborhood association(s) and property owners for the purposes of obtaining input and recommendation.
  - c. When rezoning cases are submitted for processing, continue the Mayor and Council policy to notify affected neighborhood association(s) through the Citizen Participation Office.

- d. Strongly encourage affected neighborhood associations to forward comments on proposed development projects to appropriate review bodies. Comments should be submitted as early as possible to ensure their review by staff for rezoning.
  - e. Continue to encourage neighborhood associations within the Plan Area to maintain up-to-date records of association representatives with the City's Citizen Participation Office.
  - f. Continue to require City agencies to contact affected neighborhood associations of proposed projects in the Area.
  - g. Strongly encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the Area.
2. The applicant must demonstrate compliance with the *Alvernon-Broadway Area Plan* Policies and the General Design Guidelines in rezoning applications.

ALVERNON BROADWAY AREA PLAN

APPENDIX A

*EL ENCANTO/COLONIA SOLANA NEIGHBORHOOD PLAN*

*EL MONTEVIDEO NEIGHBORHOOD PLAN*

*SAN CLEMENTE – COUNTRY CLUB HEIGHTS NEIGHBORHOOD PLAN*

A photograph of an outdoor patio area, overlaid with a blue tint. In the foreground, there is a square table with four matching chairs. In the background, there are several lounge chairs and some potted plants. The text "Appendix D" is written in a bold, italicized font in the lower right quadrant of the image.

***Appendix D***

Appendix  
D

# Miramonte Neighborhood

## Site Design Charrette

September 27, 2006



The Drachman Institute

College of Architecture and Landscape Architecture  
UNIVERSITY OF ARIZONA, TUCSON, ARIZONA

## **Drachman Institute**

College of Architecture and Landscape Architecture  
The University of Arizona

# Community Outreach Partnership Planning and Design Center

Corky Poster, Director  
Marilyn Robinson, Associate Director  
Laura Carr, Architecture/Planning Staff  
Katie Gannon, Landscape Architecture Staff  
Kirsten Hoak, Projects Assistant  
Students

# Miramonte Neighborhood

Site Design Charrette

September 27, 2006

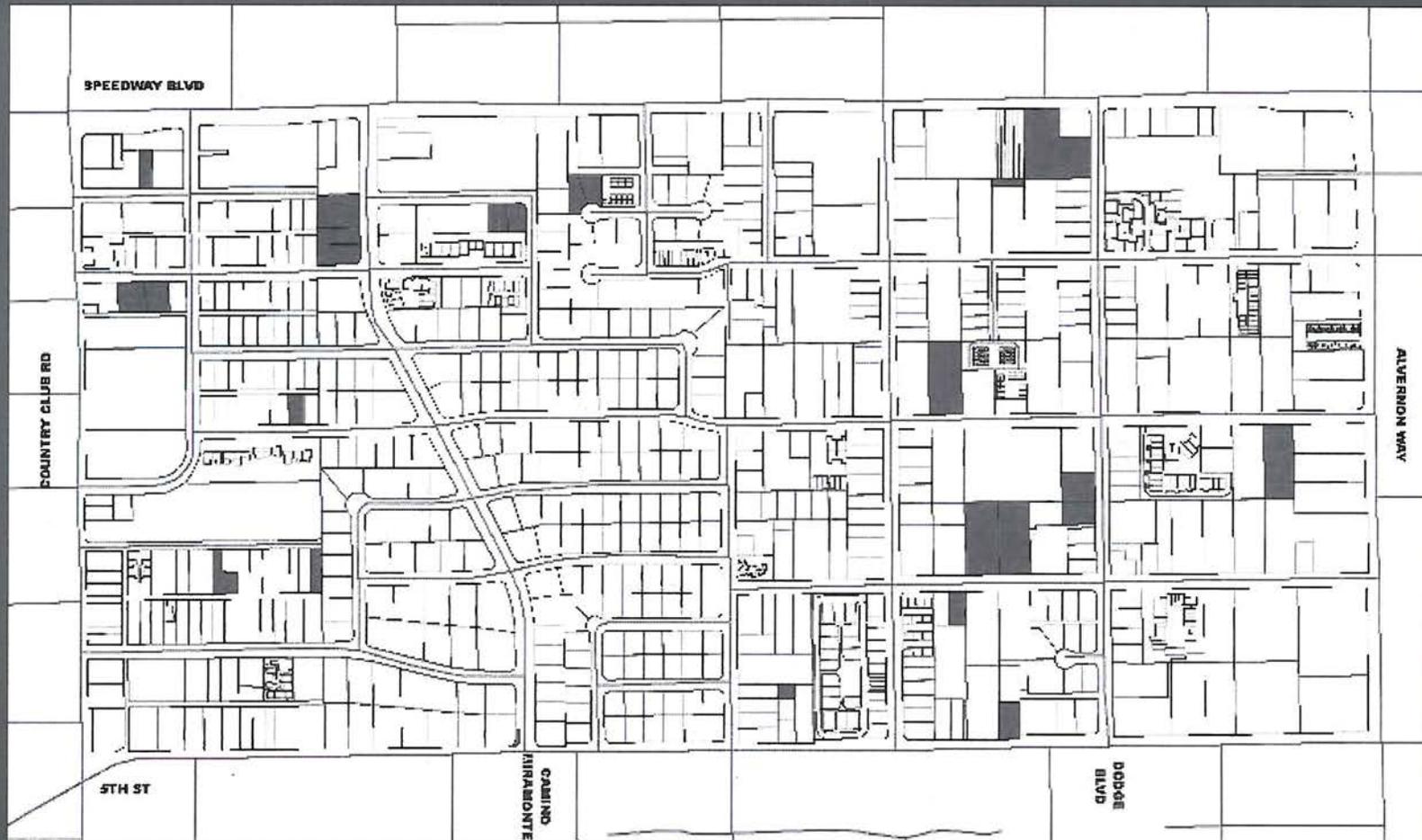
Facilitators:

Builder/Developer Dante Archangeli

Architect Frank Mascia

Architect Rob Paulus

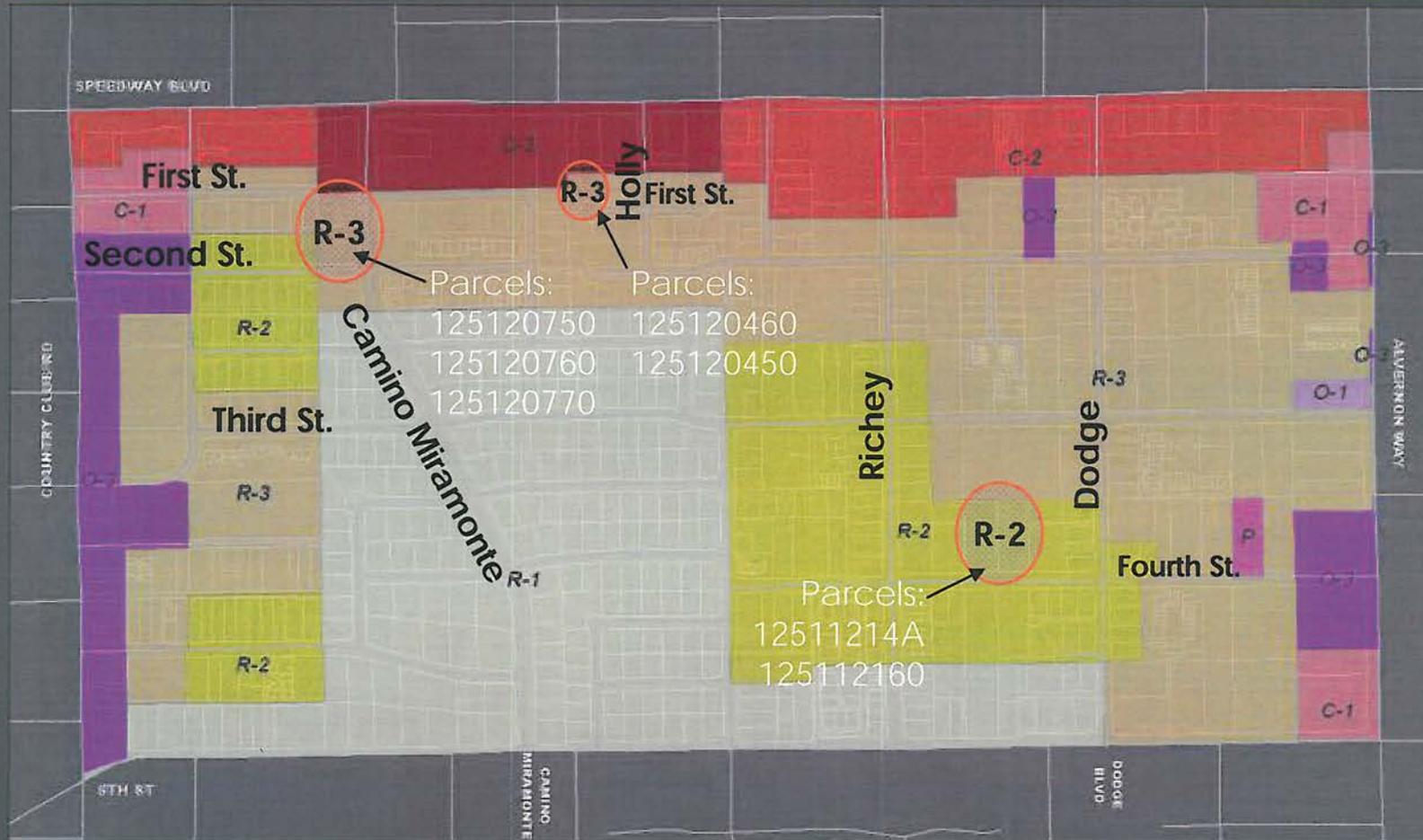
# Miramonte Vacant Land



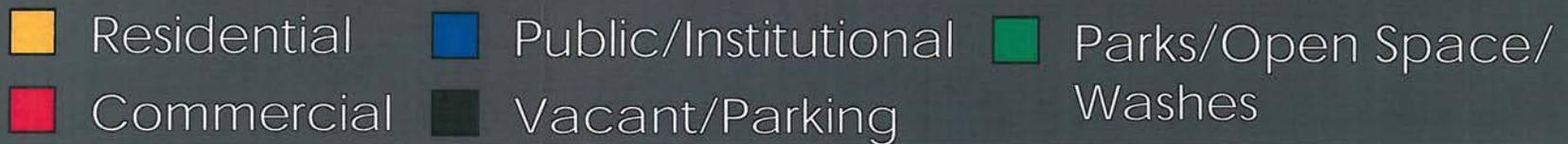
■ Vacant

Ref: Drachman Institute Windshield Survey  
January 2006

# MIRAMONTE NEIGHBORHOOD ZONING



# MIRAMONTE NEIGHBORHOOD LAND USE



# SITE DESIGN CHARRETTE **SITE 1** – Rob Paulus, Architect



Introduction

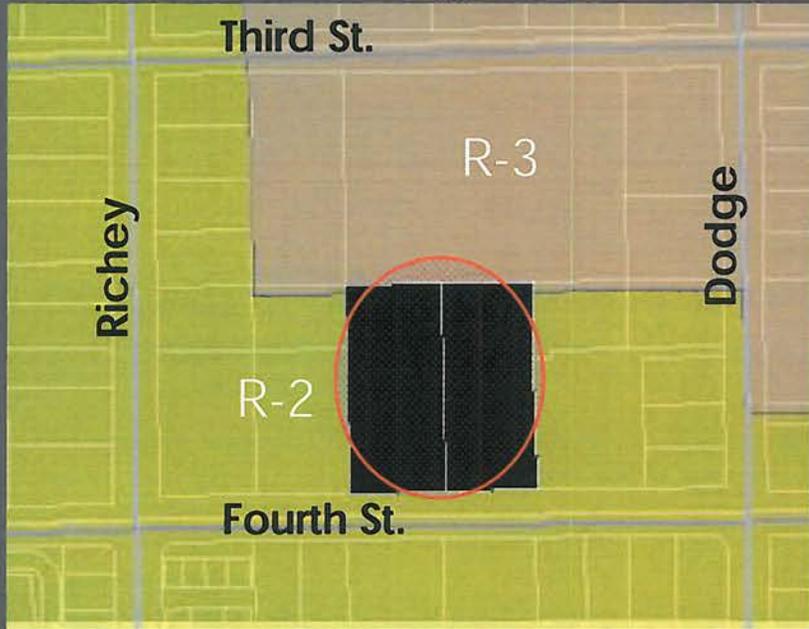
Existing Features

Miramonte Over Time

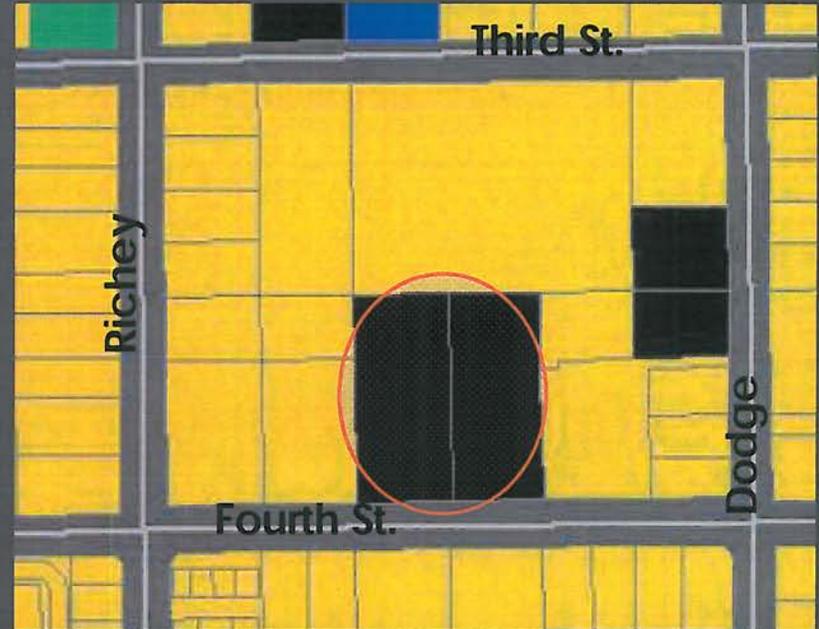
**Function**

# DESIGN CHARRETTE SITE 1

## Zoning



## Land Use



## LAND USE

- |                                                                                                 |                                                                                                          |                                                                                                               |
|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
|  Residential |  Public/Institutional |  Parks/Open Space/Washes |
|  Commercial  |  Vacant/Parking       |                                                                                                               |

## DESIGN CHARRETTE SITE 1

### Comments from the Group Discussion

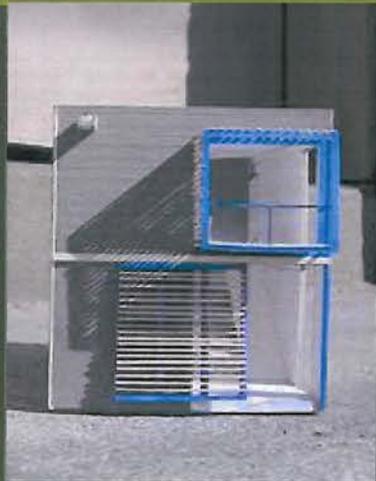
- What are advantages of RCP (Residential Cluster Projects)?
  - Fee simple ownership for buyers (desirable)
  - Can include CC&R's (restrictions built in) to insure project integrity in the future
- Home ownership preferred over rentals
- Affordable housing models desired
  - Design/architectural implications
  - Reduce parking requirements
- Parking requirements vary between apartments & single family housing
  - "Over parking" (as required by Land Use Code) causes problems for feasibility of developments

## DESIGN CHARRETTE SITE 1

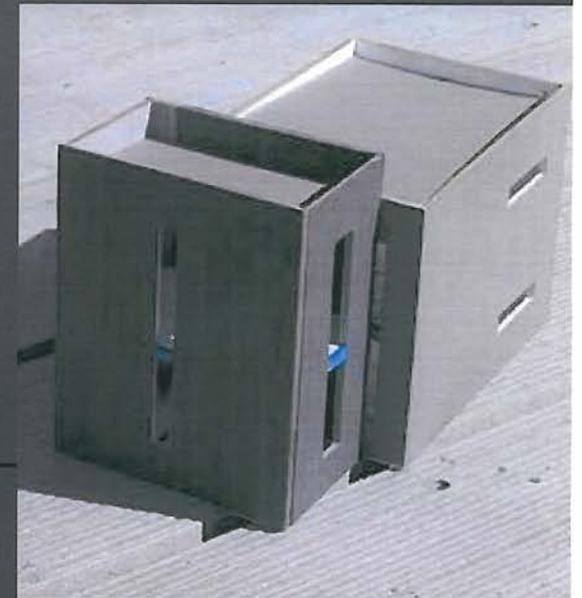
### Comments from the Group Discussion cont'd.

- More parking = fewer units, less parking = more units
- Concern about too much paving (heat island effect, ugly)
- Parking locations – concern about street front parking lots
- Zoning, Land Use Code requirements often prevent better development and design
  - Must have required access for trash pick-up
  - Access for fire trucks
- Possibility for sharing a common drive for access to parking on adjacent lots
- Consider sustainable design and the implications from Zoning Code

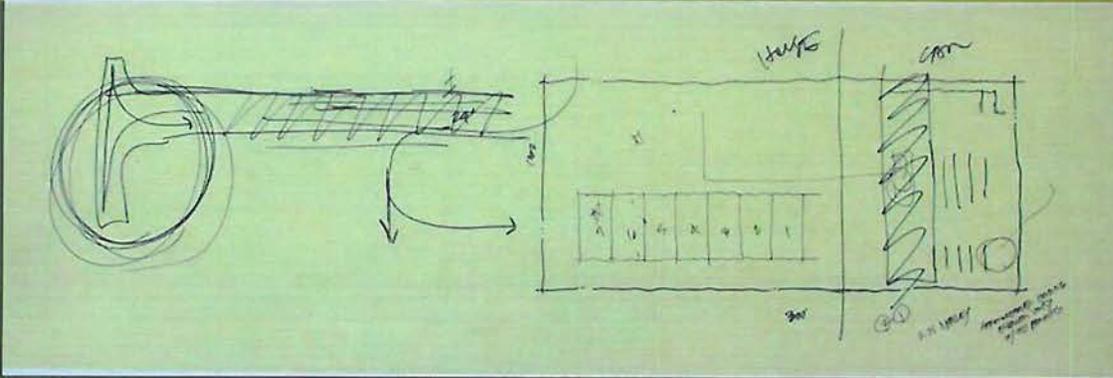
## DESIGN CHARRETTE SITE 1



- Residents discussed the factors considered for *Indigo Modern*, a high density development which is being built in the Miramonte neighborhood
- General consensus is that the architect & developer did a good job developing this site
- There are several more lots like this in the neighborhood

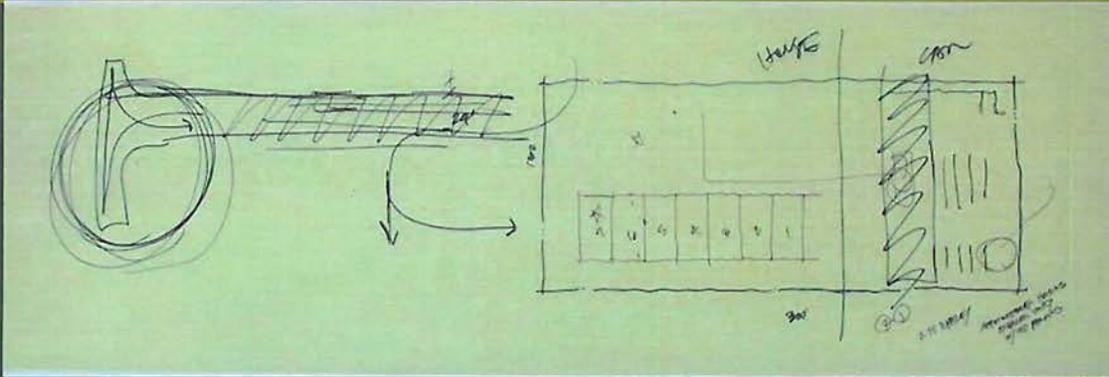


## DESIGN CHARRETTE SITE 1



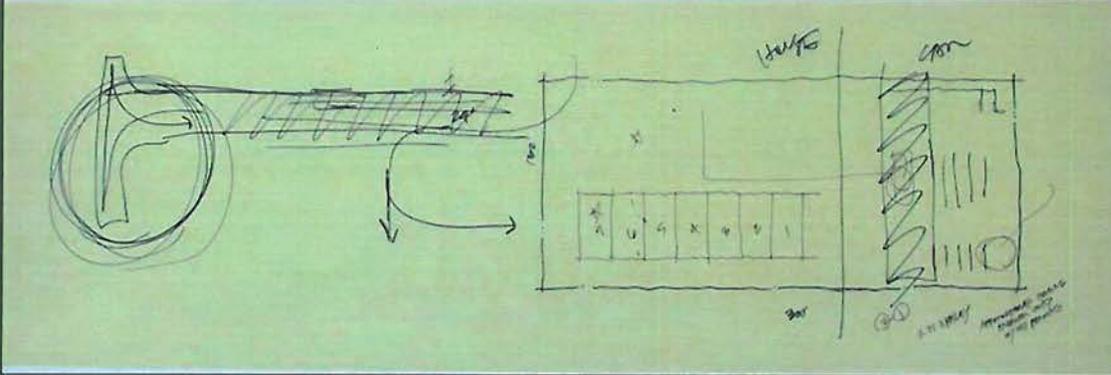
- The site plan is heavily influenced by parking, emergency vehicle and trash pick-up circulation

## DESIGN CHARRETTE SITE 1



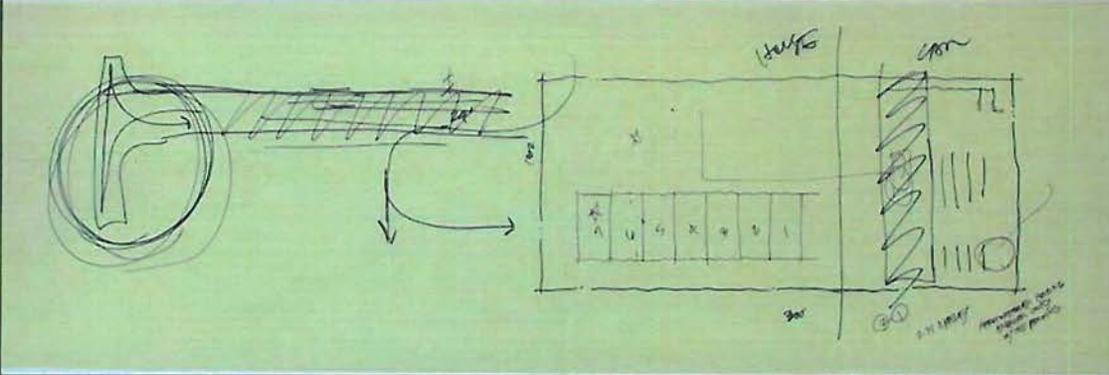
- The site plan is heavily influenced by parking, emergency vehicle and trash pick-up circulation
- **It was not possible under the current Land Use Code to avoid parking areas at the front of the lot**

## DESIGN CHARRETTE SITE 1



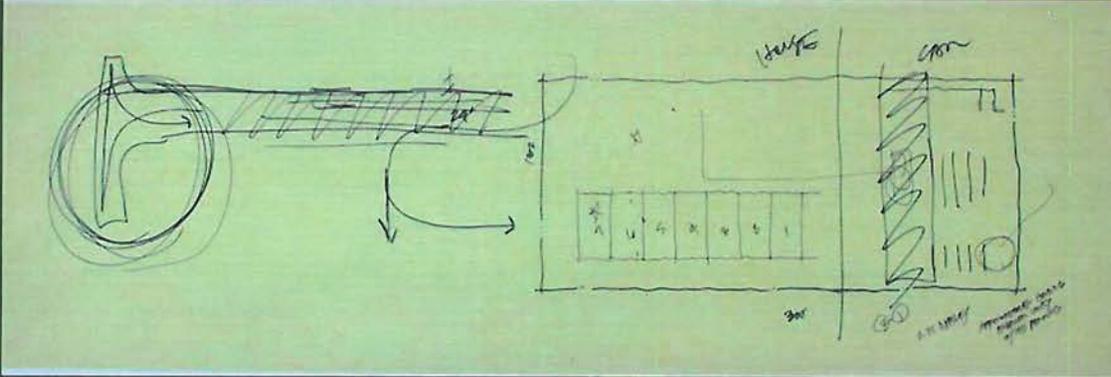
- The site plan was heavily influenced by parking, emergency vehicle and trash pick-up circulation
- It was not possible under the current Land Use Code to avoid parking areas at the front of the lot
- **The project was developed under an RCP (Residential Cluster Project) with fee-simple ownership; CC&R's (restrictions) were also established to insure the project's integrity over time**

# DESIGN CHARRETTE SITE 1



- The site plan was heavily influenced by parking, emergency vehicle and trash pick-up circulation
- It was not possible under the current Land Use Code to avoid parking areas at the front of the lot
- The project was developed under an RCP with fee-simple ownership; CC&R's were also established to insure the project's integrity over time
- **Walkways and public space on the site were carefully considered**

# DESIGN CHARRETTE SITE 1



- The site plan was heavily influenced by parking, emergency vehicle and trash pick-up circulation
- It was not possible under the current Land Use Code to avoid parking areas at the front of the lot
- The project was developed under an RCP with fee-simple ownership; CC&R's were also established to insure the project's integrity over time
- Walkways and public space on the site were carefully considered
- **The parking area features trees, vegetated screening wall**

# DESIGN CHARRETTE **SITE 2** – Frank Mascia, Architect



Introduction

Existing Features

Miramonte Over Time

**Function**

# DESIGN CHARRETTE SITE 2

## Zoning



## Land Use



## LAND USE

- |                                                                                                 |                                                                                                          |                                                                                                               |
|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
|  Residential |  Public/Institutional |  Parks/Open Space/Washes |
|  Commercial  |  Vacant/Parking       |                                                                                                               |

## DESIGN CHARRETTE SITE 2

# Comments from the Discussion

### Architect:

- It used to be very simple to build in Tucson (simpler Land Use Code)
- There used to be a minimum set back
- Look at adjacent property & then your property to determine parking
- Zoning/Land Use Code game is a hard process
- Everything "floats"/changes as it moves through the process
- Target market here is young professionals at 800 to 1000 square feet

## DESIGN CHARRETTE SITE 2

# Comments from the Discussion

"This neighborhood is an urban setting"

Amenities of Speedway, bicycle, coffee, groceries, movies, dry cleaning, drug store, U of A

*"On a Sunday morning you don't even have to get into a car"*

*"Selling Urban Lifestyle"*

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion cont'd.

- Ground floor entries in multi-family development
- Balconies for each unit
- Step back the building height to meet required setbacks
- Shaded parking under units as amenity
- Believe 800 square foot unit can work

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion *cont'd.*

- Need to be concerned about how many people live there (site density)
- Smaller units give some protection from having many students in one unit
- Price & size might preclude students to some extent
- Have to have some sort of outdoor space for pets
- Younger people have stuff – provide a garage for *'the stuff'*

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion cont'd.

- Provide lots of landscaping
- People will pay more for a little open space or potential for open space
- Problem with condo conversions is everyone wants some outdoor space

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion cont'd.

- Anything can be overcome with imagination (i.e. zoning)
  - Can't do center park-like sidewalk on this site with current restrictions
  - "Zoning guys" often don't follow Neighborhood Plans
  - Talked about existing fence on site
-

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion cont'd.

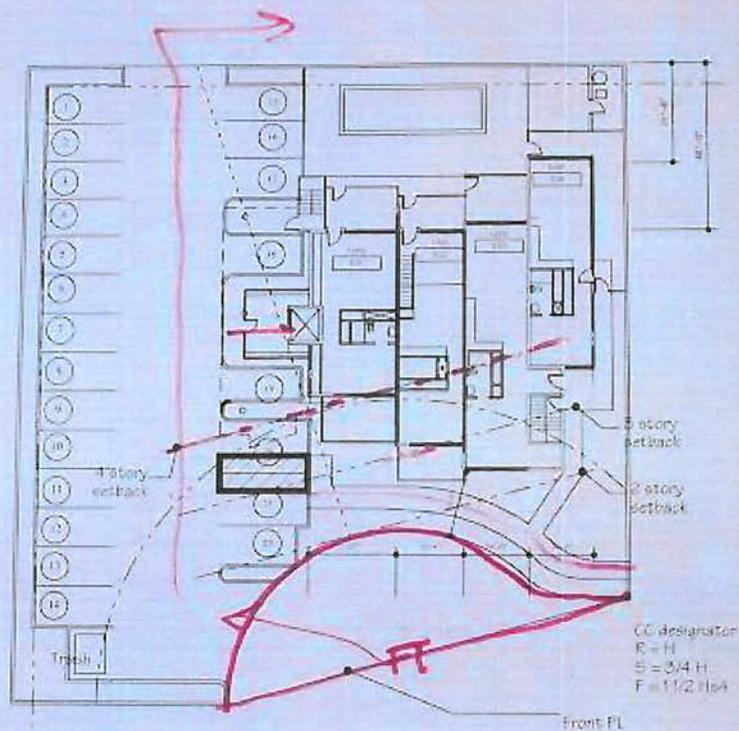
- Would be interesting to do a study of architects whose work is represented in the neighborhood
- Plan would/could package variance
  - *"Driveways aren't a variance issue, they are a transportation issue"*
- Can work with everybody, [must try to maintain] a dialogue
- Wish we could say *"This is what I want to do, how can we work together to get there?"*

## DESIGN CHARRETTE SITE 2

### Comments from the Discussion *cont'd.*

- Sit down with Board of Adjustments – *what issues can they deal with?*
- Quality vs. quantity - *how can neighborhood plan address that?*
- Need to consult the old Zoning Code to get new development that is more like the existing
- Residents like our neighborhood; let's look at the code that allowed it

## DESIGN CHARRETTE SITE 2



Assume average setback at front perimeter yard.

Assume balconies can over hang @ since they are shorter than adjacent unit.

Assume A/C screen at roof top units.

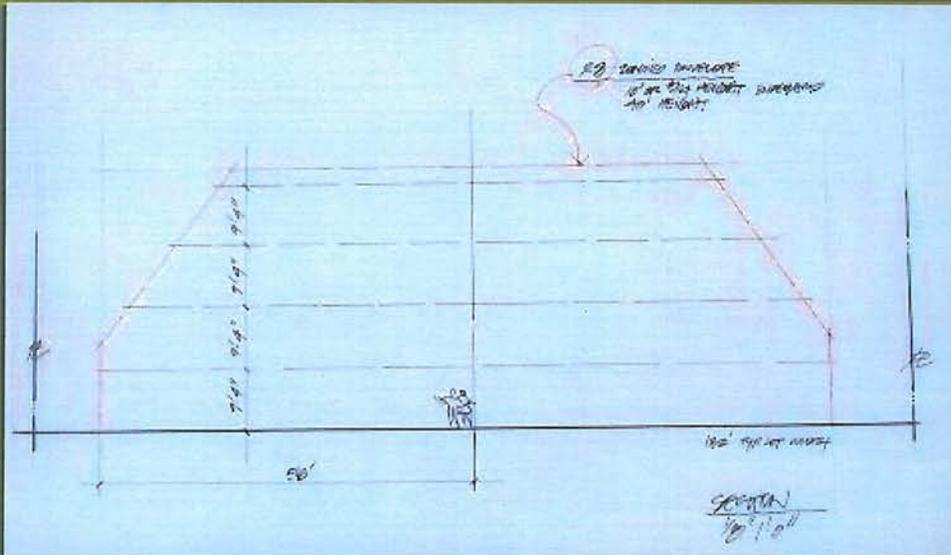
**SITE PLAN**

SCALE: 1" = 20'-0"

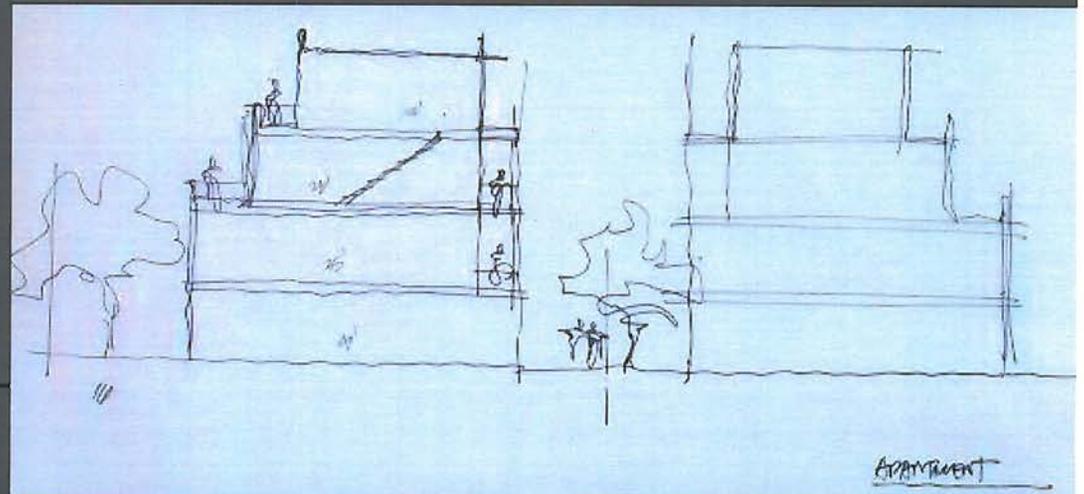


- This is possible under the existing LUC
- Parking pushed to one side of lot
- Secondary exit off alley
- Multi-story development necessary to make this financially feasible

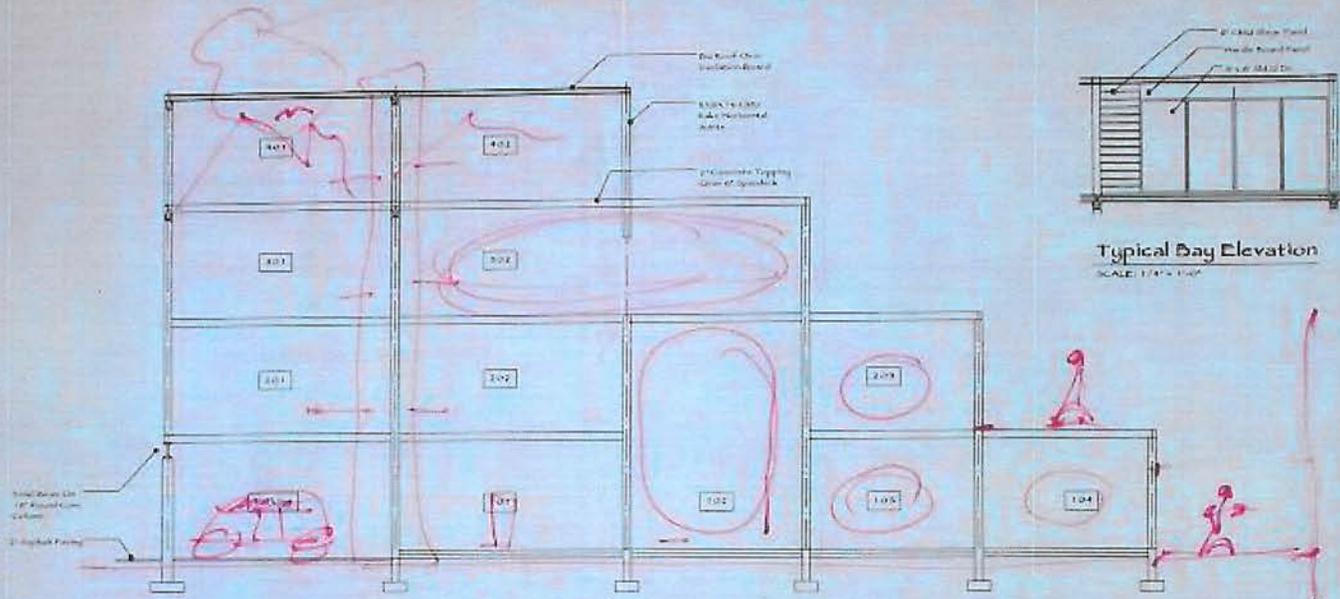
## DESIGN CHARRETTE SITE 2



- Elevation determined by set-back/height restriction criteria
- Elevation steps back from street to achieve maximum-buildable area



# DESIGN CHARRETTE SITE 2

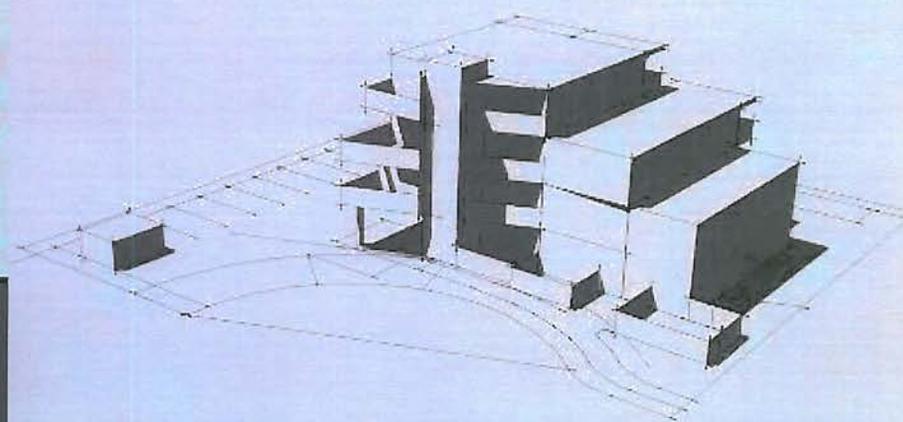


Building Section  
SCALE: 1/4" = 1'-0"

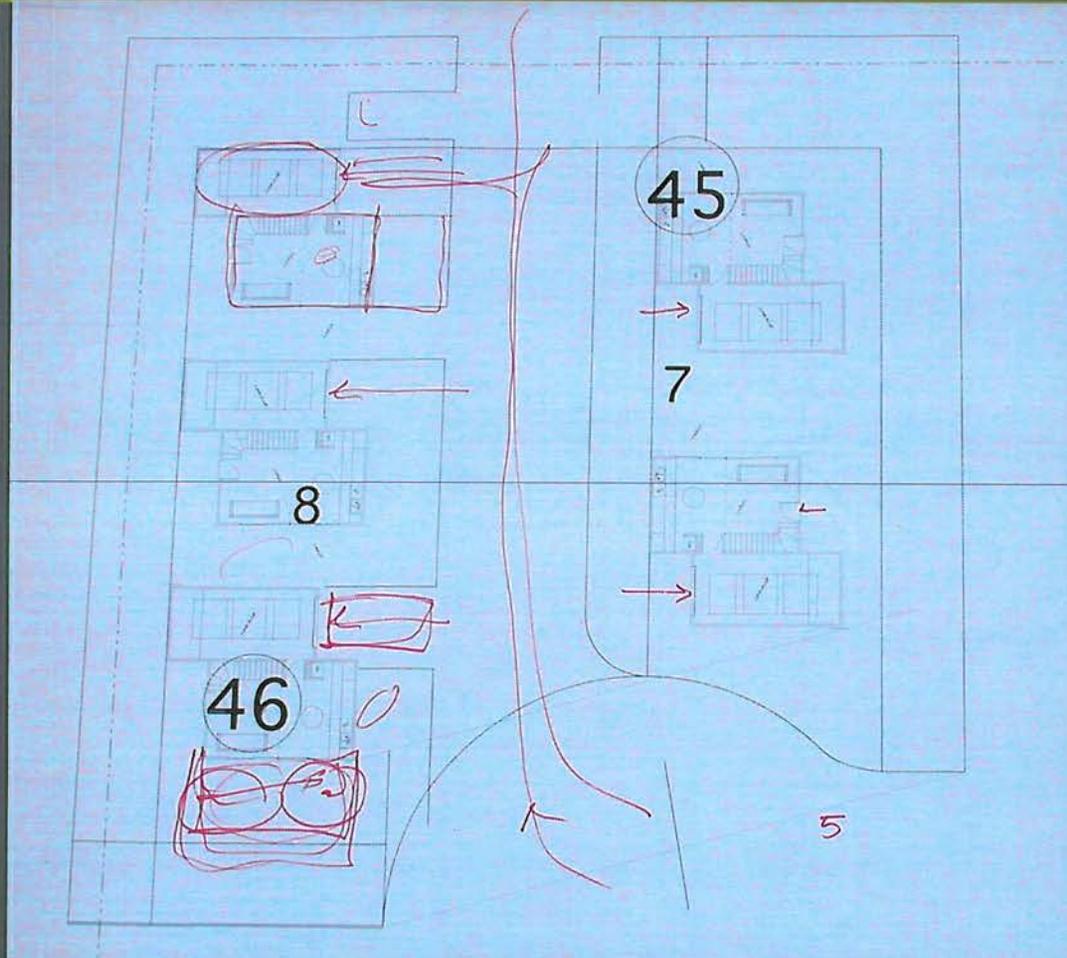


$900 \times 6400$   
 $9 = 7200 \text{ \$/}$

RISK.



## DESIGN CHARRETTE SITE 2



- To achieve emergency vehicle access and setback requirements, public space is sacrificed for the car
- Preferred development would move vehicular circulation to the perimeter and create walkable public space down the center



# DESIGN CHARRETTE **SITE 3** – Dante Archangeli, Builder/Developer



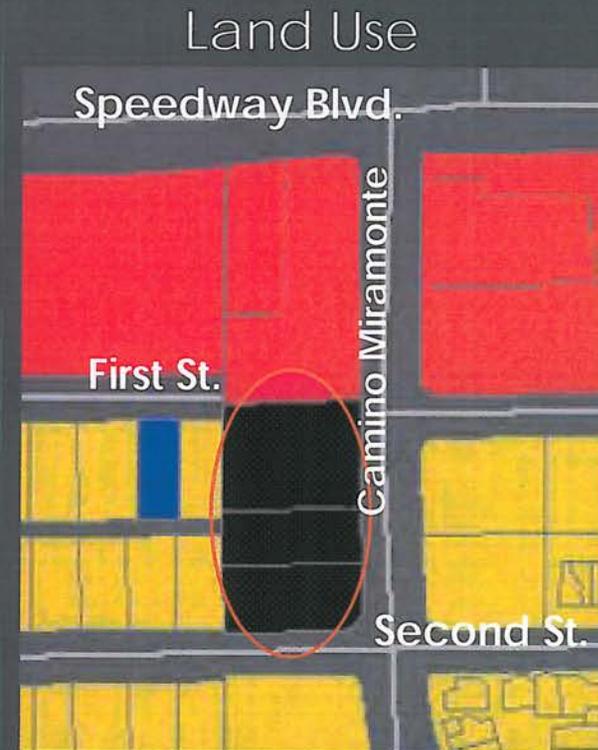
Introduction

Existing Features

Miramonte Over Time

**Function**

# DESIGN CHARRETTE SITE 3



## LAND USE

- |             |                      |                         |
|-------------|----------------------|-------------------------|
| Residential | Public/Institutional | Parks/Open Space/Washes |
| Commercial  | Vacant/Parking       |                         |

## DESIGN CHARRETTE SITE 3

# Comments from the Group Discussion

- Preferences for housing amenities
    - As potential purchaser*
    - As potential neighbor to the site*
  - One story or two story
    - Could it be a mixture?*
  - It is a site that is close to commercial (*a negative?*)
  - The key would be to buffer the noise & traffic
-

## DESIGN CHARRETTE SITE 3

### Comments from the Group Discussion cont'd.

- Any development needs to be attractive to “the market” – who are they & what do they want?
- *Would residential development be appealing if it was clustered?*
- Site is surrounded by high density & commercial development  
*How would neighbors want it developed?*
- Commercial ok here if done “appropriately”

## DESIGN CHARRETTE SITE 3

### Comments from the Group Discussion cont'd.

- No shop frontage – except perhaps on Camino Miramonte
- First Street is mixed use anyway
- Any development on this site will increase traffic – consider type of use and type of traffic (when, how much, etc.)

## DESIGN CHARRETTE SITE 3

### Comments from the Group Discussion cont'd.

- We want traffic calming on Camino Miramonte
- There is enough space on this site to create a number of lots [subdivide]
- I'm concerned about commercial development encroaching the residential area
- I'd like "urban style housing": row houses, town homes

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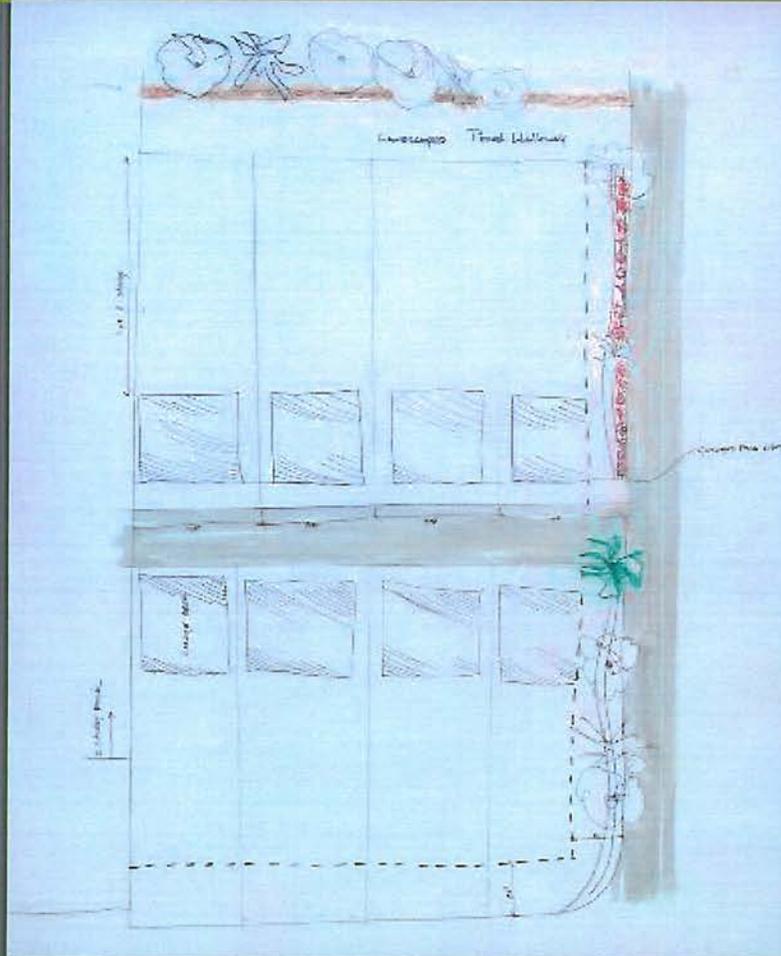
- I can see 2-story apartments there

## DESIGN CHARRETTE SITE 3

### Comments from the Group Discussion cont'd.

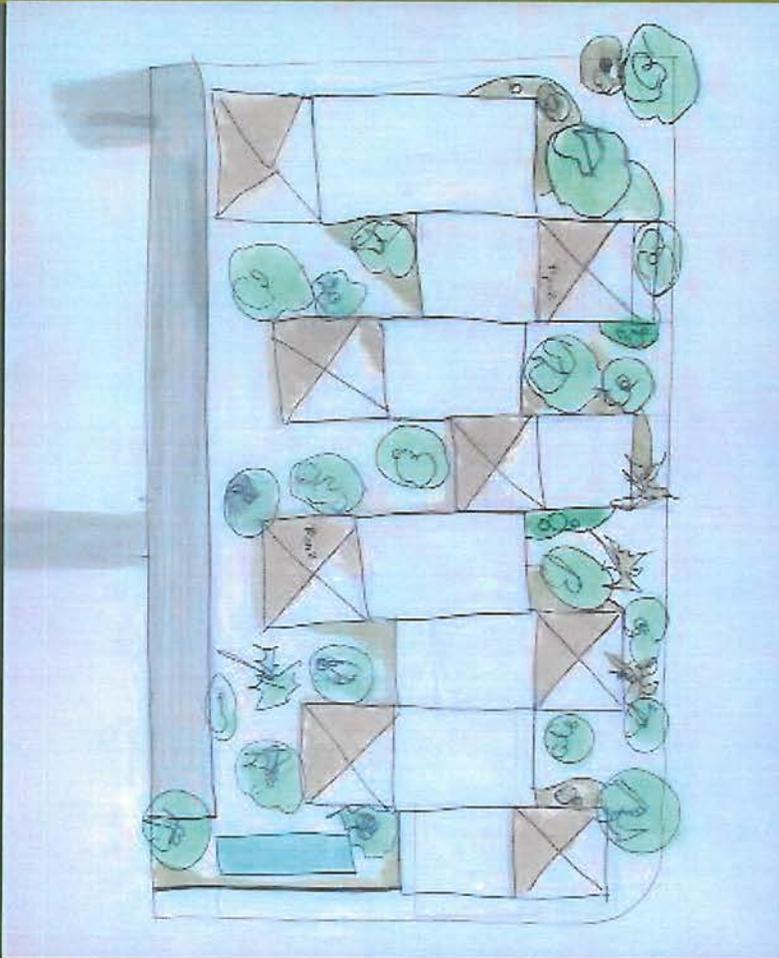
- Affordable housing here could attract faculty & young people who are now priced out of the housing market
  - *Would 2-story development be a problem to neighbors?*  
It wouldn't match the rest of the neighborhood that is mostly single family homes
  - For an older person, single story would be better
  - *Is the townhouse for a younger market?*
-

## DESIGN CHARRETTE SITE 3



- **Scheme 1** subdivides the lot and moves vehicle circulation from Camino Miramonte down the center of the parcel
- The advantages of this solution are that the development does not create traffic on 2<sup>nd</sup> Street, nor does it depend on alley use

## DESIGN CHARRETTE SITE 3



- **Scheme 2** experiments with staggered units to add visual interest from the street and in doing so, creates both public and private outdoor space for the residents
- Units also alternate in the two-story addition so that views are not obstructed and privacy of adjacent units is maintained
- This scheme depends on vehicle access from the alley

## DESIGN CHARRETTE SITE 3



- **Scheme 3** reflects a more historic character by creating units clustered around a central court
- This scheme also features a heavy landscape buffer to Camino Miramonte
- Vehicle circulation is dependent on the alley and would feature a common parking area as opposed to parking at each individual unit

# SUMMARY OF SITE DESIGN CHARRETTE



Introduction

Existing Features

Miramonte Over Time

**Function**

# SUMMARY OF SITE DESIGN CHARRETTE

## Review of the Draft Neighborhood Plan Goals

1. Compatible Infill & Rehabilitation
2. Master Landscape Plan for the Neighborhood
3. Master Plan for Camino Miramonte
4. Master Plan for 3rd Street
5. Neighborhood Parking
6. Traffic Control
7. Increase Homeownership
8. Encourage Multi-family Housing (Owner- and Renter-Occupied) in Eastern Sector of Neighborhood
9. Alley System
10. Neighborhood Crime Prevention
11. Consider Neighborhood Historic Designation
12. Support Preservation of Our Lady of Perpetual Adoration
13. Neighborhood Position on Requests for Variances
14. Organizational Principles

## SUMMARY OF SITE DESIGN CHARRETTE

### Barriers Identified in Miramonte Neighborhood

- The existing Land Use Code – *does not allow what was previously built to be built today*
- Existing layout – *wide streets, large parking areas, trash pick-up, emergency vehicle access*
- Compatibility between commercial and residential development
- Lack of parking and excess of parking
- Historic character, modern needs, attracting homeowners

## SUMMARY OF SITE DESIGN CHARRETTE

### Barriers Identified in Miramonte Neighborhood

- Lack of pedestrian access – *sidewalks, pedestrian-friendly routes, buffers*
  - Lack of definition for alleys – *use needs to be defined*
  - Access for emergency & maintenance vehicles - *effects on physical environment, site layout of new development*
  - Historic qualities – *how to maintain and attract new residents that want modern convenience and size, guidelines for 2 story structures*
  - **OTHER??**
-

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Green Development

*Water conservation, water harvesting*

*Energy conservation*

*Resource conservation*

---

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Landscaping & Amenities for Residents of New Development and the Neighborhood as a Whole

*Shade enhancement - landscaping & shade structures*

*Multi-functional paving*

*Pedestrian access improvements/interface*

---

*On-street parking designed as part of a buffer zone*

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Home Ownership & Affordable Housing

*Promote RCP development in lieu of condo development as a way to reduce overhead insurance costs that would normally be passed on to the homeowner?*

*Guest parking spots traded for affordable units?*

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Cooperative Development

*Shared driveways*

*Shared trash dumpster screening*

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Development that lessens the burden on emergency and maintenance vehicles

*Sprinkler systems to allow units further from the street*

*Easy access for emergency vehicles*

*Easy access for trash collection vehicles*

---

## SUMMARY OF SITE DESIGN CHARRETTE

### Ideas for Development that is Consistent with the Draft Plan Goals – Consider Possible Incentives

- Character-maintaining Development

*Embodies the existing historic quality*

*Sensitive Design compatible with neighboring development (setbacks, heights, parking, etc.)*

*Guidelines for two story development*

— *Appropriate interface between commercial and residential uses*

## SUMMARY OF SITE DESIGN CHARRETTE

*What did we miss?*

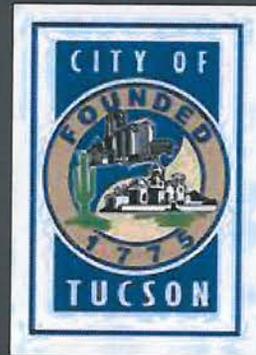
*What are some incentives or benefits the neighborhood might be willing to offer developers/builders in return for special development features (as noted)?*



*Appendix E*

# Miramonte Neighborhood Preliminary Physical Plan

September 20, 2006



**DI** The Drachman Institute  
College of Architecture and Landscape Architecture  
UNIVERSITY OF ARIZONA, TUCSON, ARIZONA

**Drachman Institute**

College of Architecture and Landscape Architecture  
The University of Arizona

**Community Outreach Partnership  
Planning and Design Center**

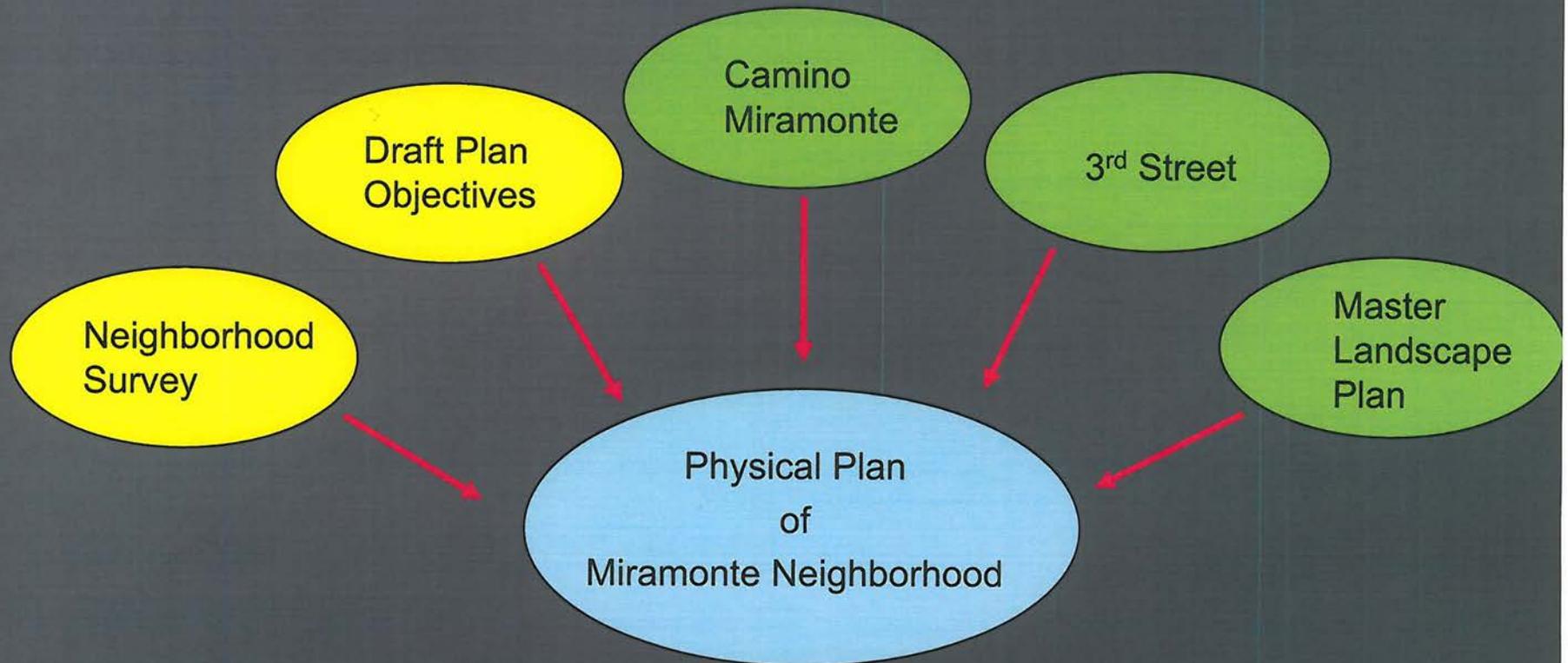
Corky Poster, Director

Marilyn Robinson, Associate Director

Katie Gannon, Kirsten Hoak, Staff

Aaron Henegar, Katy Hoogerwerf, Eric Meadows, Students

# Master Plan Synthesis



## Neighborhood Plan Goals

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1. Compatible Infill & Rehabilitation
2. Master Landscape Plan for the Neighborhood
3. Master Plan for Camino Miramonte
4. Master Plan for Third Street
5. Neighborhood Parking
6. Traffic Control Plan
7. Homeownership

## Neighborhood Plan Goals, continued

---

8. Multi-family Housing, Owner- & Renter-occupied
9. Alley System
10. Neighborhood Crime Prevention
11. Historic Designation
12. Our Lady of Perpetual Adoration
13. Variances
14. Organizational Principles

# Neighborhood Survey

---

What I'd like to see in the future is ...

- Less infill
- Amenities
- Sidewalks
- Bike paths
- Playgrounds, Parks
- Lighting
- Traffic calming
- Trees
- Neighborhood events
- Care for homes and streets

# Neighborhood Survey

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My biggest concern is ...

- Safety, crime, gangs
- Property neglect
- Speeding cars
- Incompatible infill

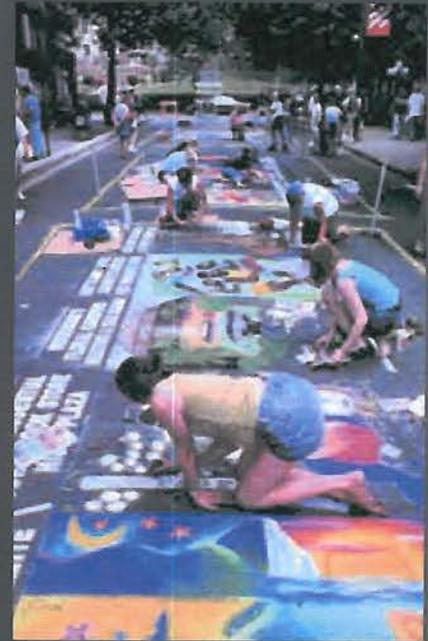
# CPTED: Crime Prevention Through Environmental Design

- Express territoriality
- Allow Surveillance
- Support Activity
- Control Access

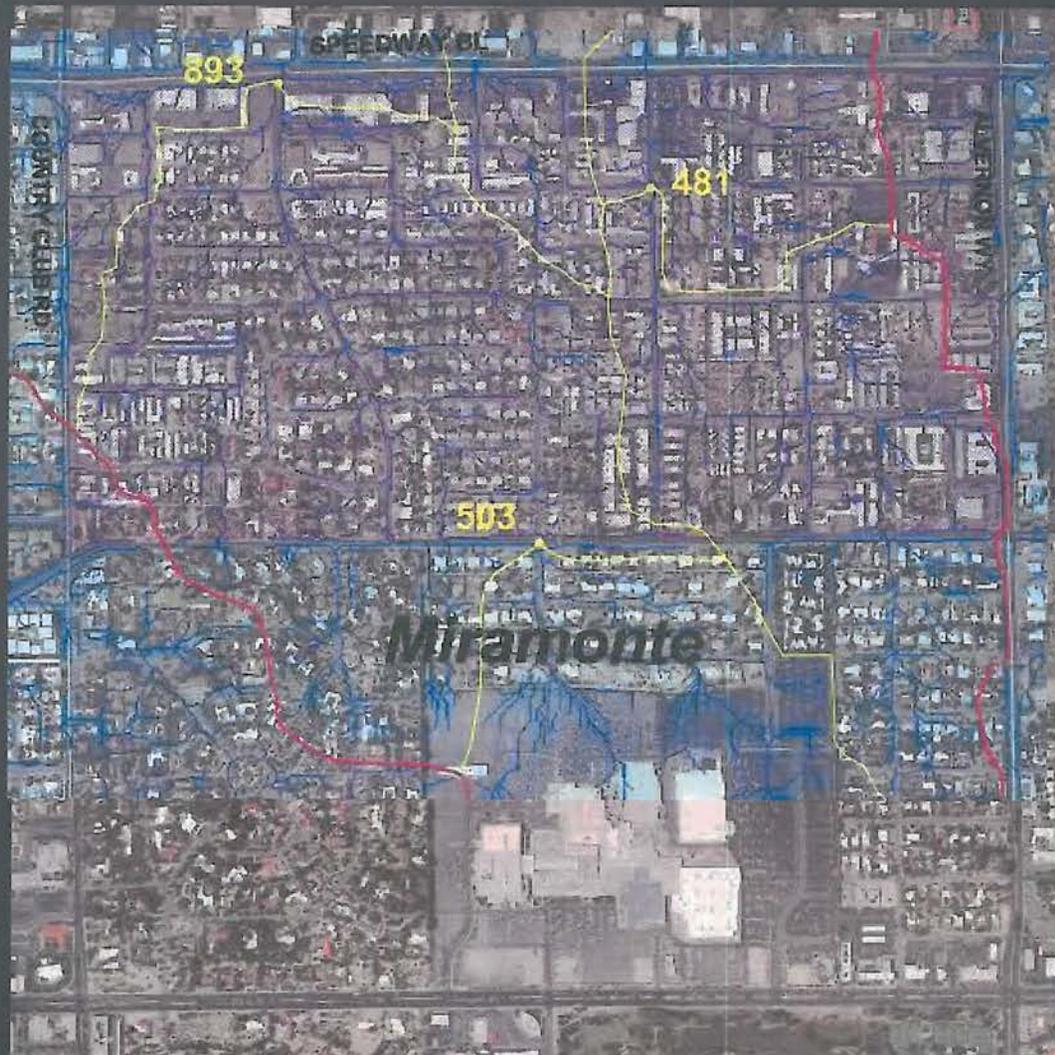


## Community Safety

- Active, vibrant streets
- Attractive streets
- Strategic lighting
- Active neighborhood associations



# Neighborhood Plan Context



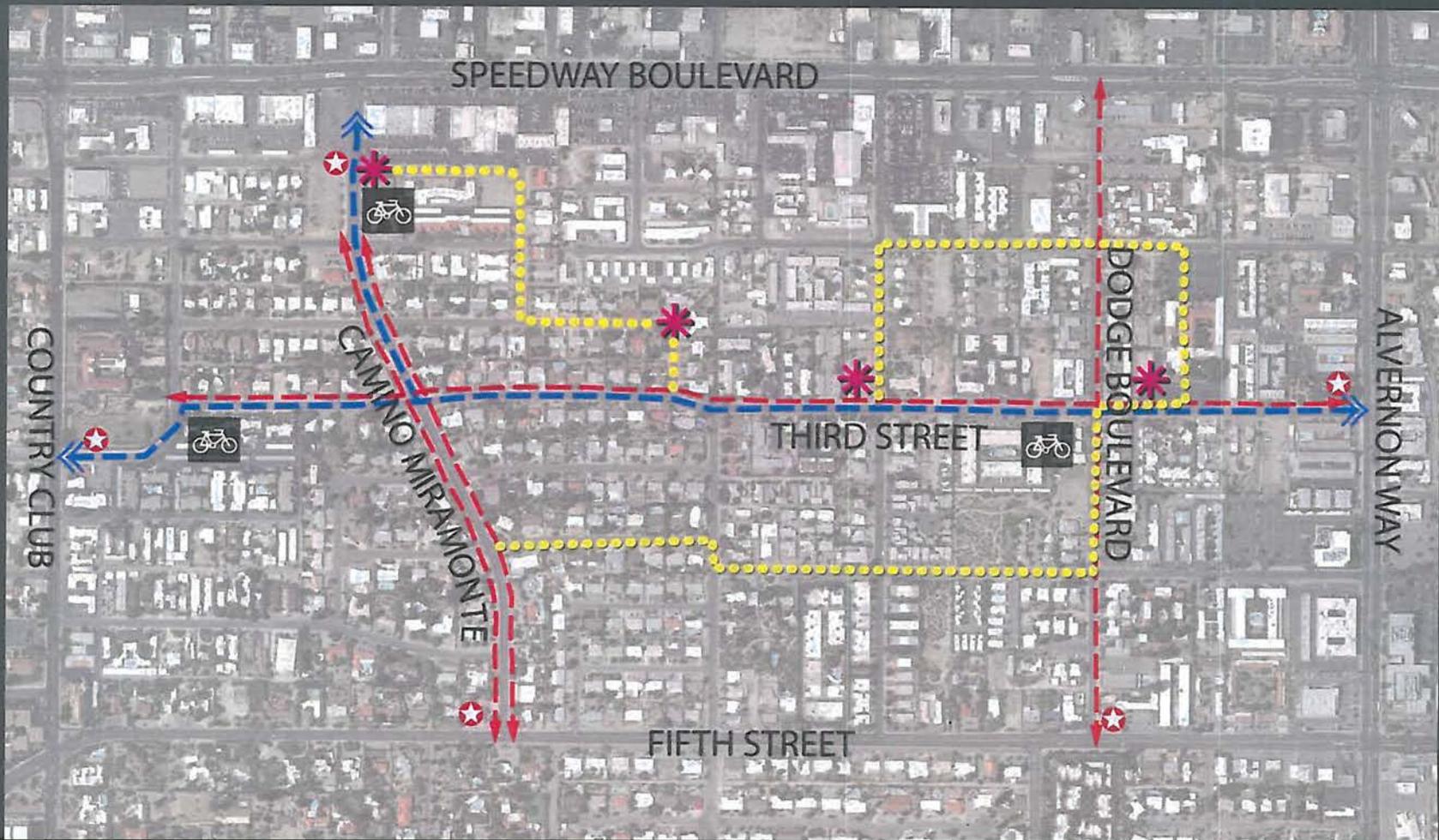
# Neighborhood Plan Context



# Neighborhood Plan Concept

**Legend**

- Pedestrian streets
- Bike boulevards
- Neighborhood walkabout
- Node of interest
- Neighborhood gateway

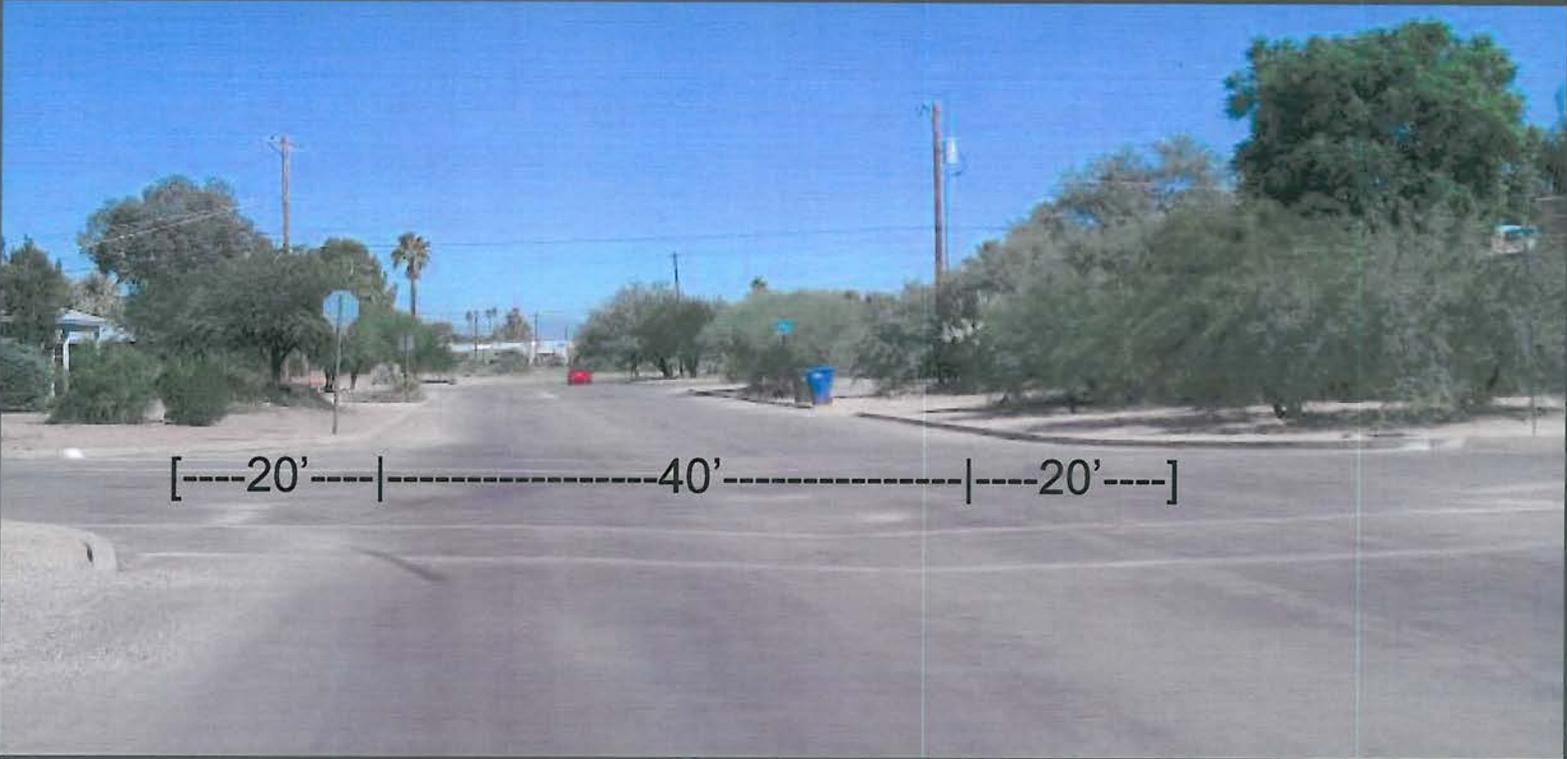


## Camino Miramonte Objectives

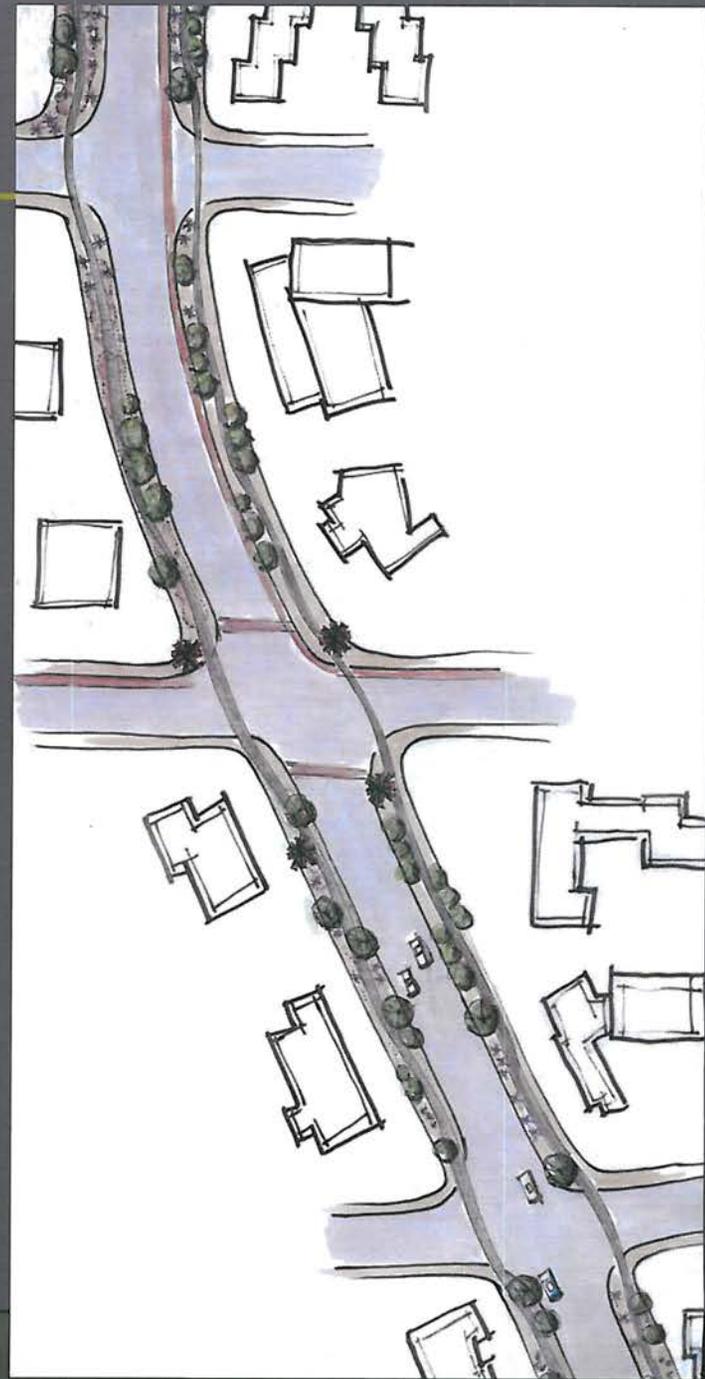
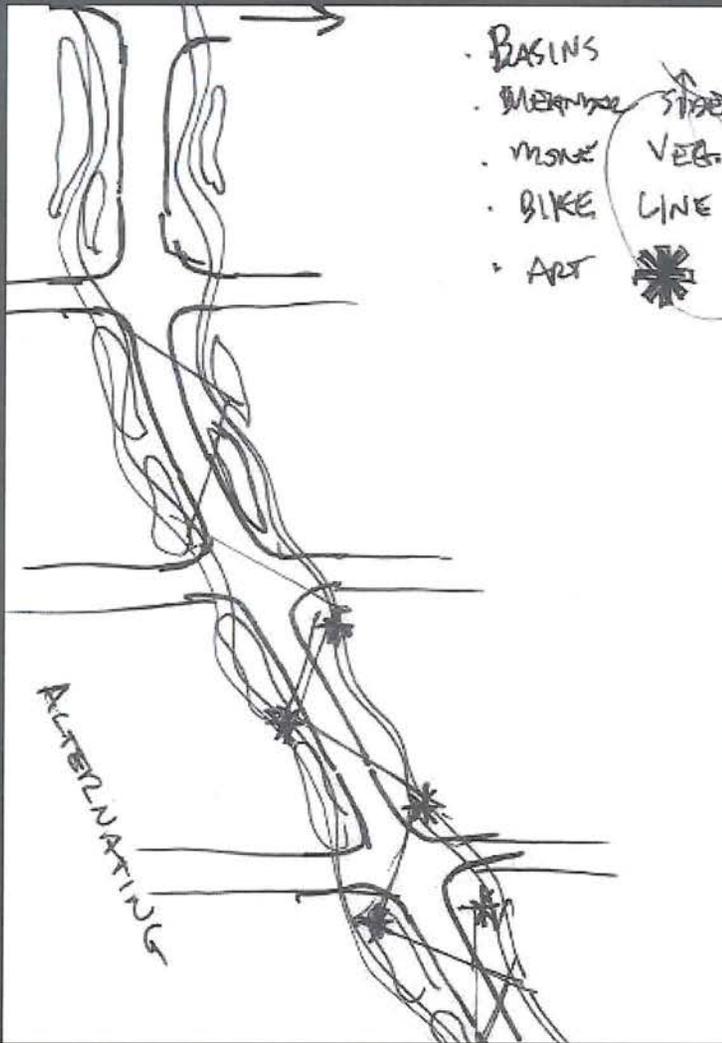
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- Gateways & signage
- Walking path
- Shade, trees, vegetation
- Lighting
- Bicycle path
- Calmed traffic
- Discourage cut through traffic
- 3rd Street intersection
- Water harvesting, management

# Camino Miramonte

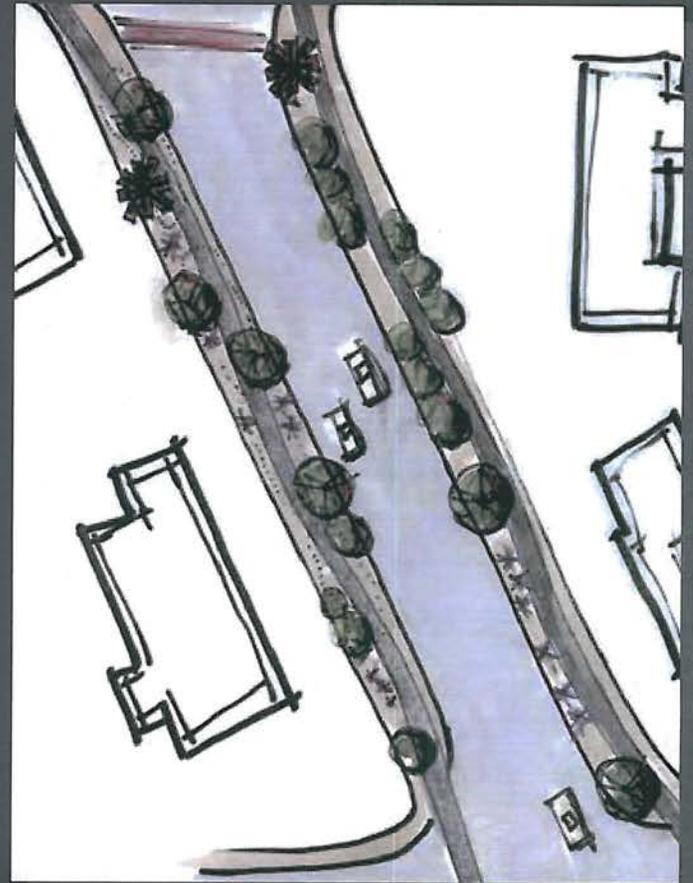
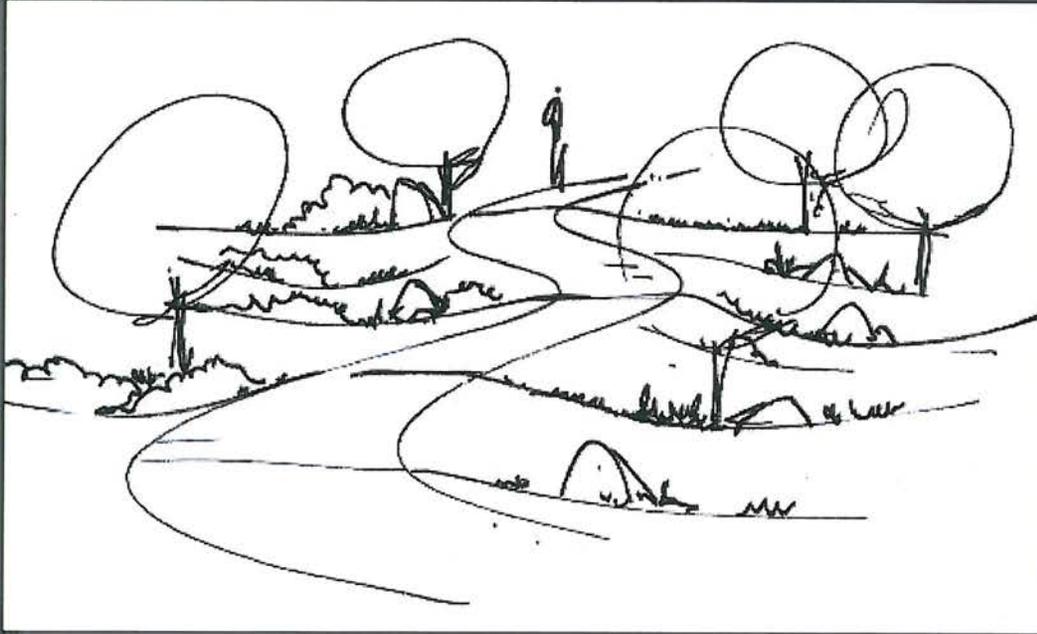


# Camino Miramonte Concept



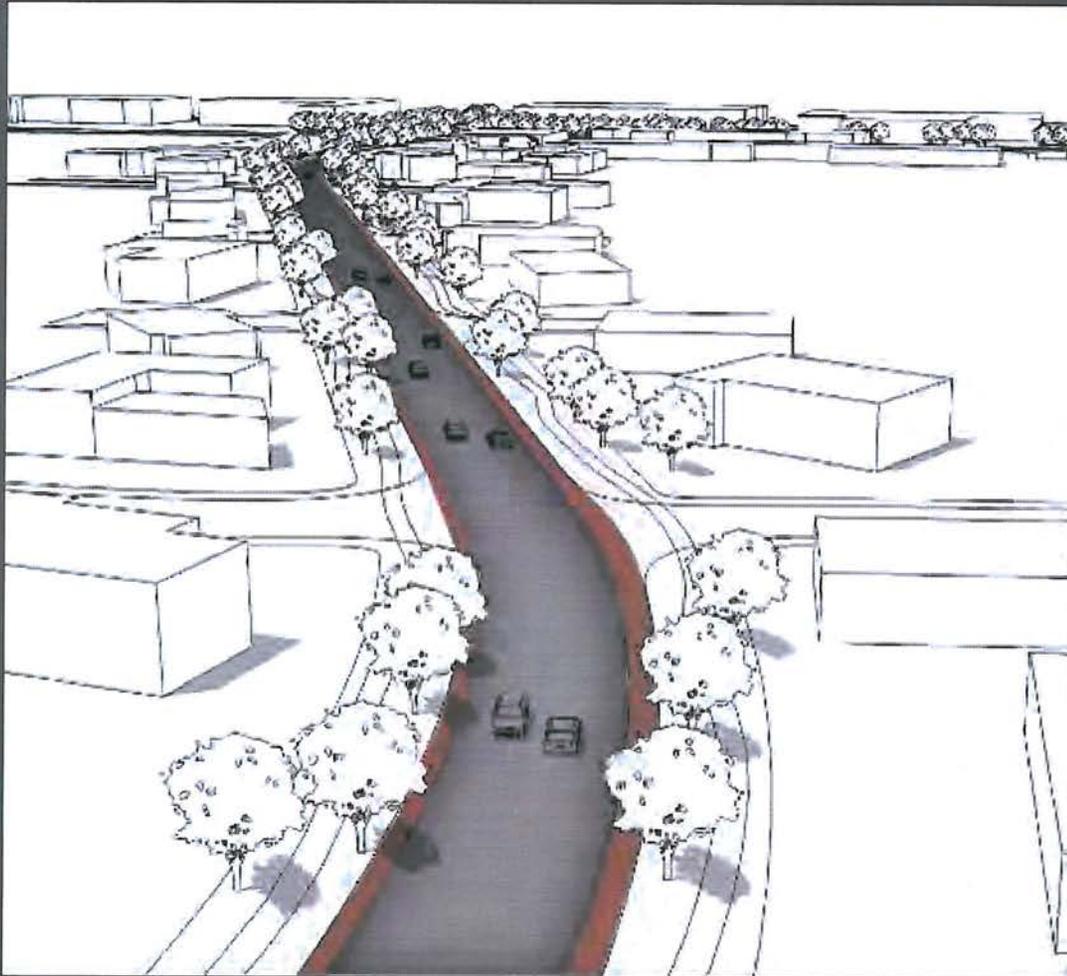
# Camino Miramonte

## Water Harvesting



# Camino Miramonte

## Bicycle Lanes



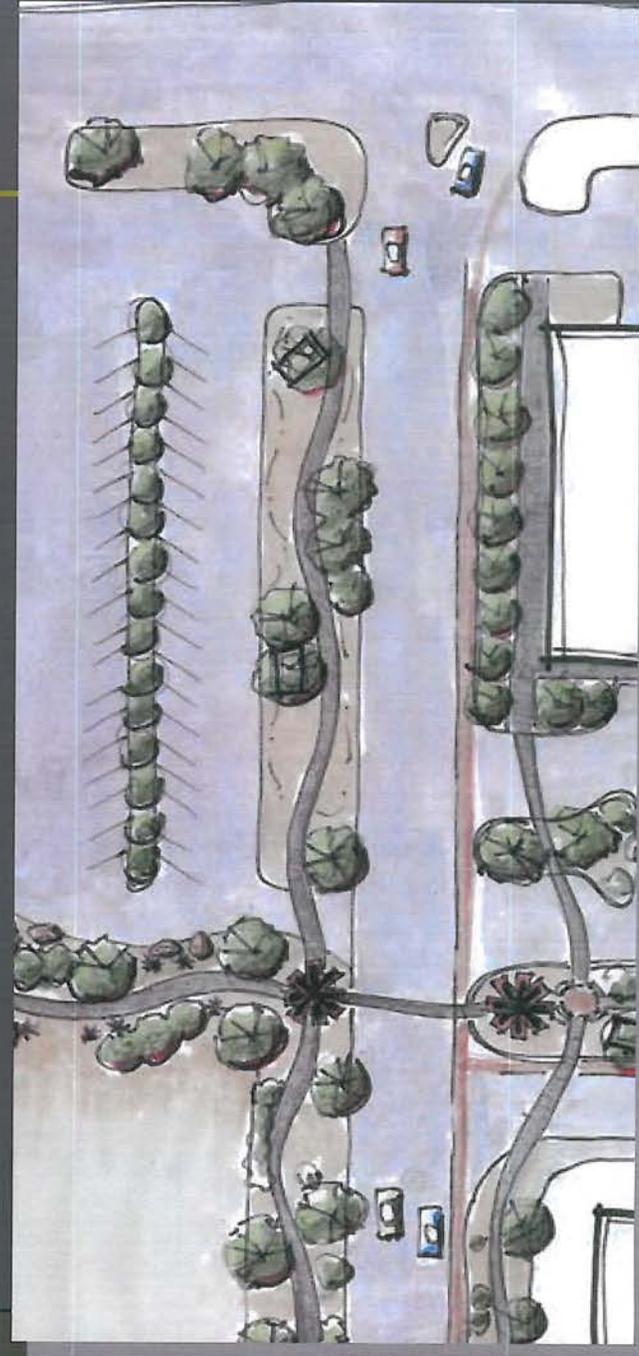
# Camino Miramonte



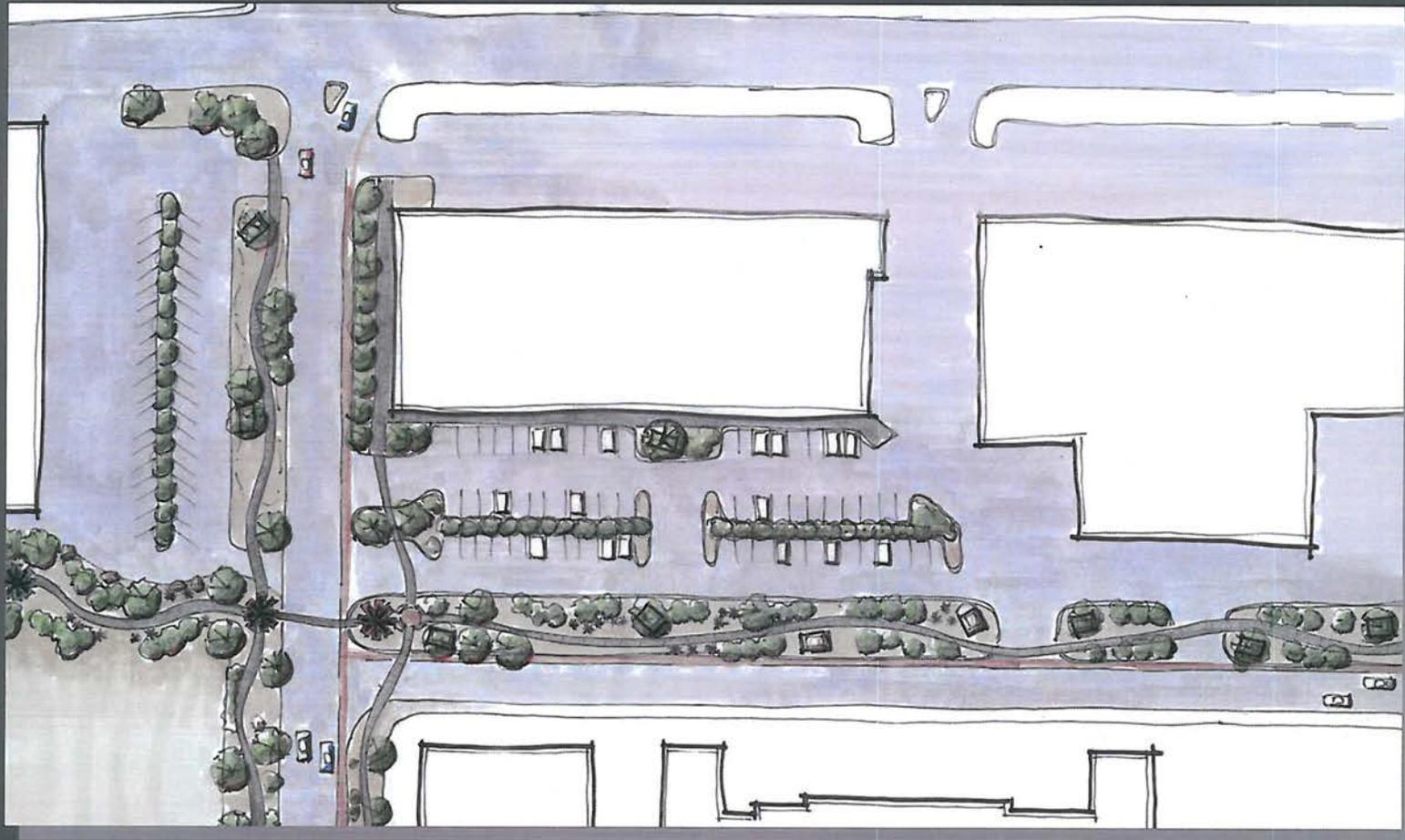
# Camino Miramonte

## Gateway Intersection

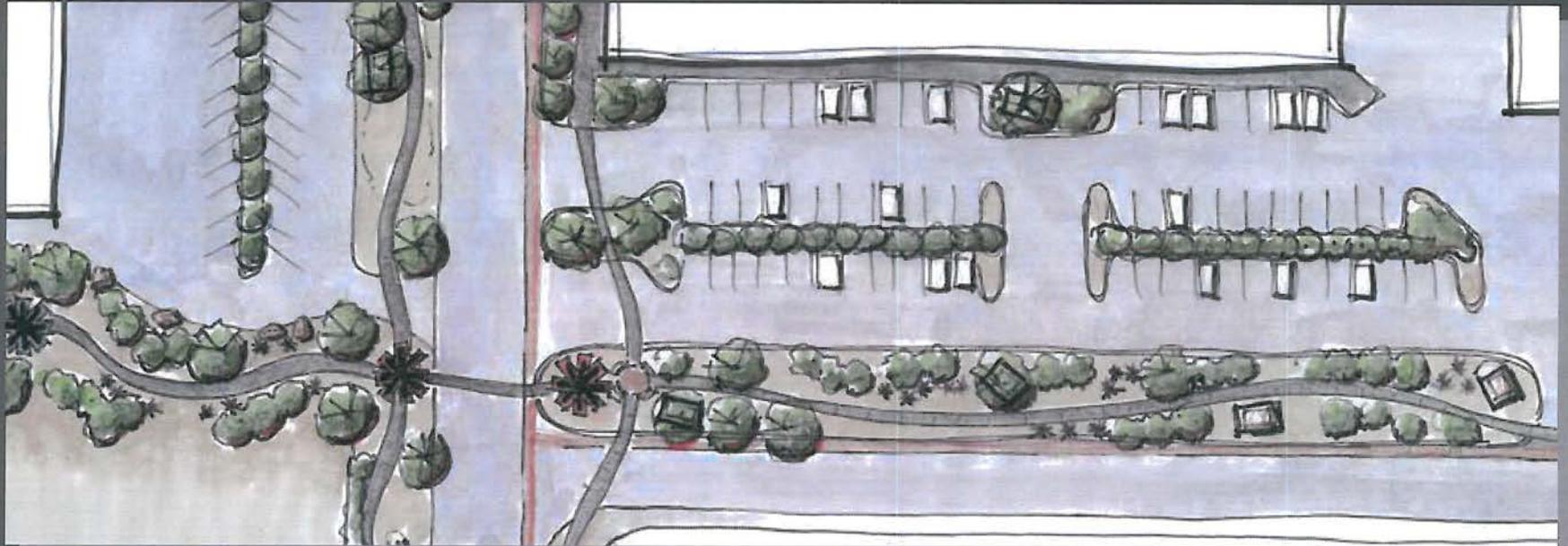
- Improve safety
- Establish neighborhood identity
- Change driver's mindset



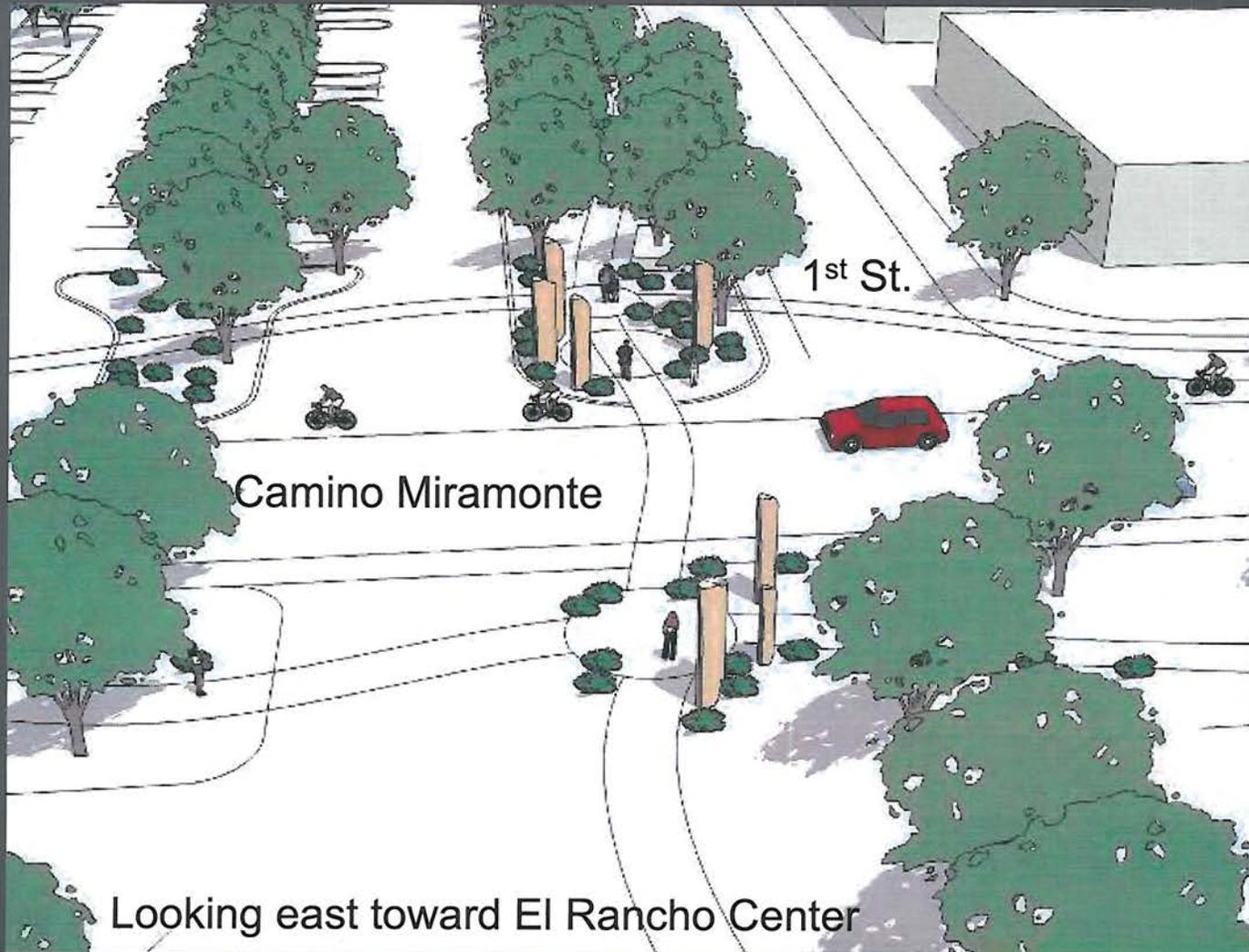
# 1st Street Pedestrian Plaza & Commercial Buffer



# 1<sup>st</sup> Street Pedestrian Plaza & Commercial Buffer



# 1<sup>st</sup> Street Pedestrian Park



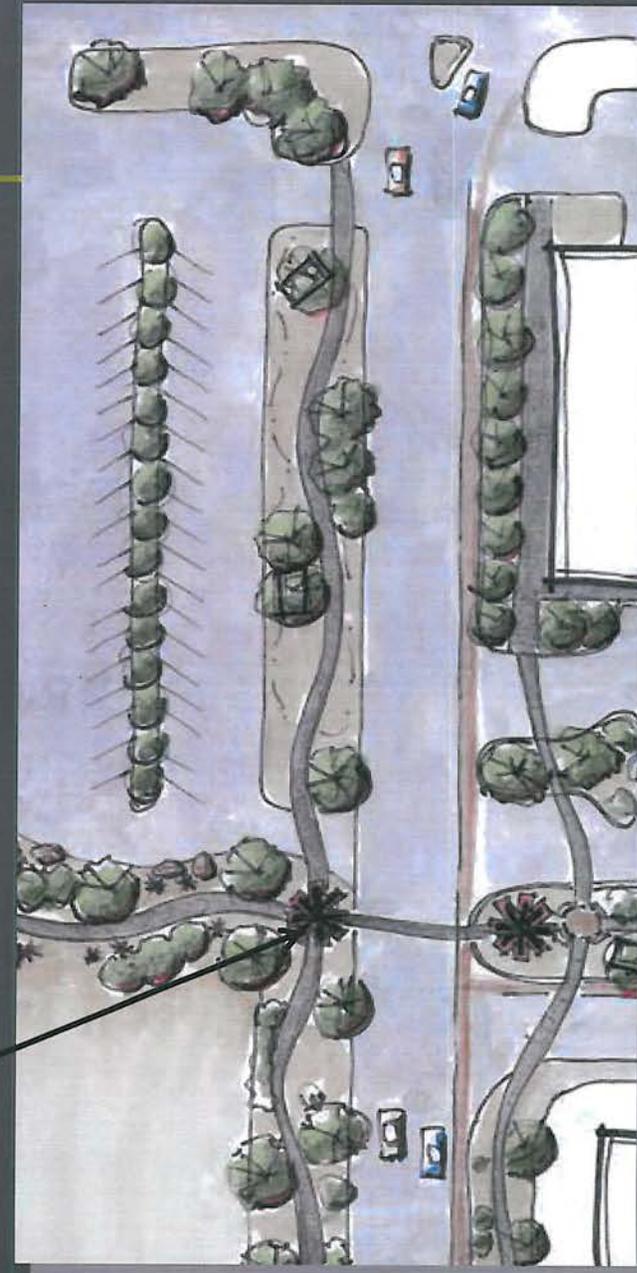
# Camino Miramonte

## Pedestrian Plaza



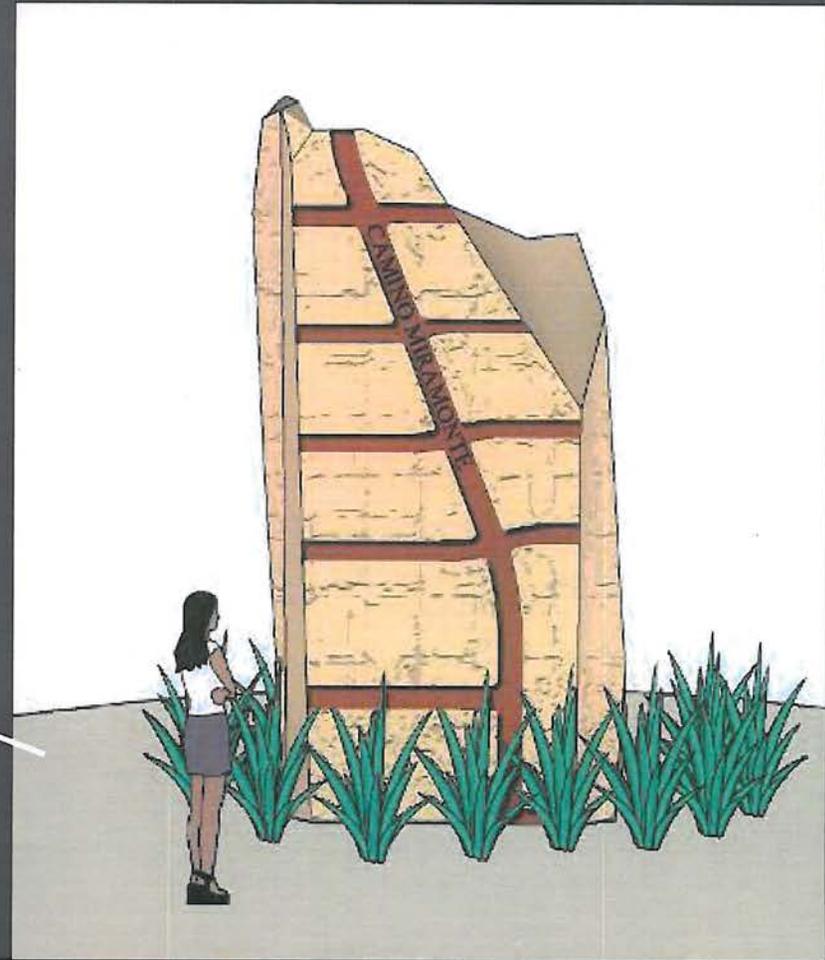
# Camino Miramonte

## Neighborhood Gateway



# Camino Miramonte

## Neighborhood Gateway at 5<sup>th</sup> Street



## Third Street Bike Route Objectives

---

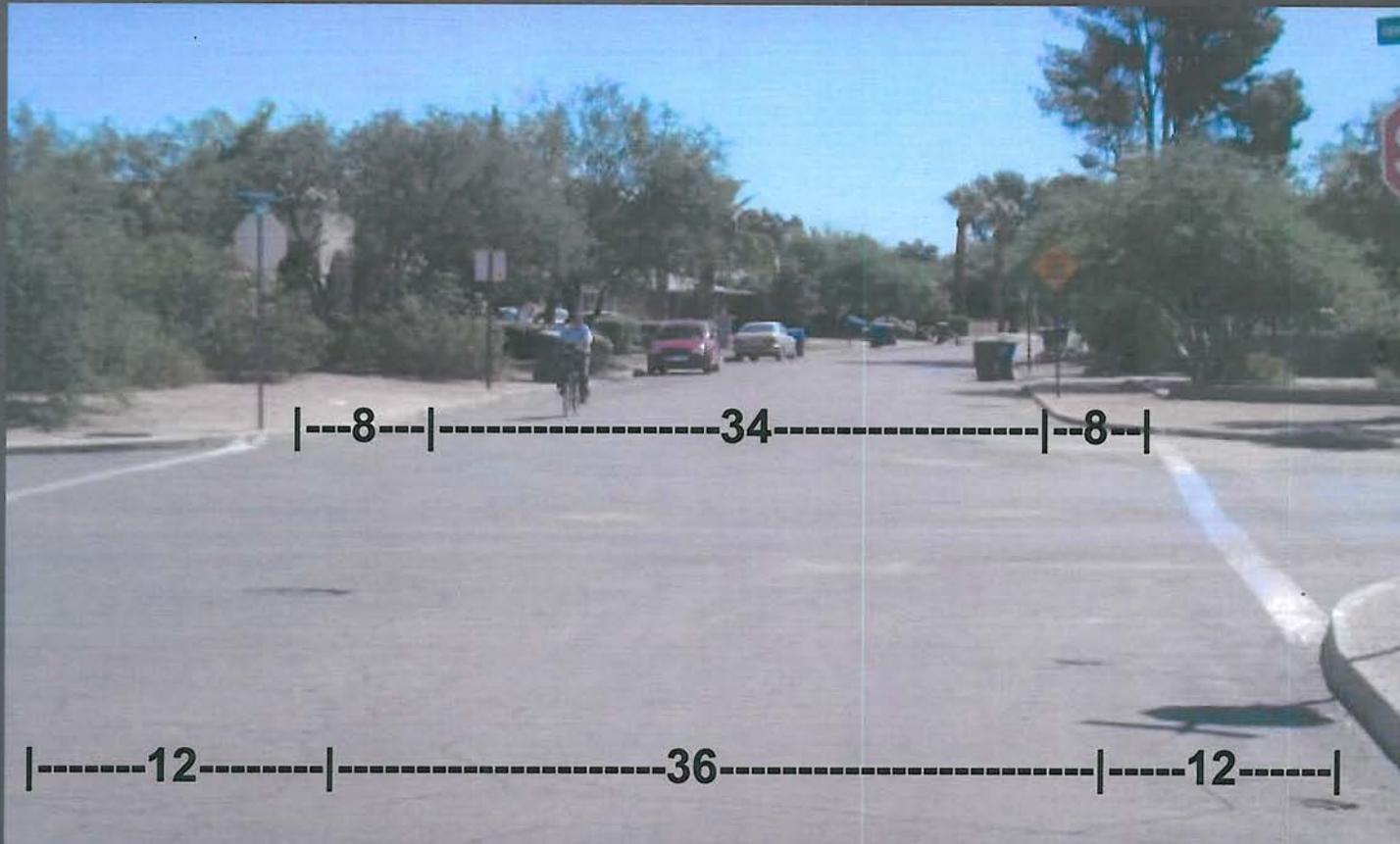
- Improve pedestrian safety
- Strengthen role as pedestrian and bicycle highway
- Sidewalks,
- Pedestrian-level lighting
- Shade trees
- Sitting nodes
- Improve east side
- Branch connection to El Rancho

# Third Street

## Bike Boulevard Design Standards

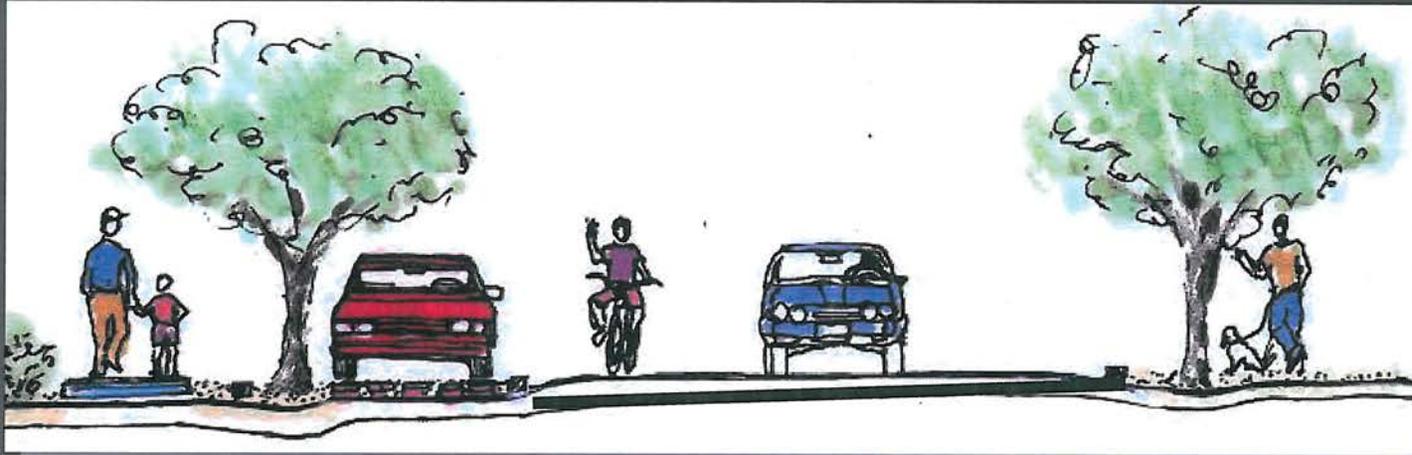
1. Discourage through traffic
2. Slow traffic
3. Define parking areas
4. Shade
5. Minimize stops/crossings
6. Make strong connections to larger networks

# Third Street Bike Route





# Third Street Bicycle Boulevard

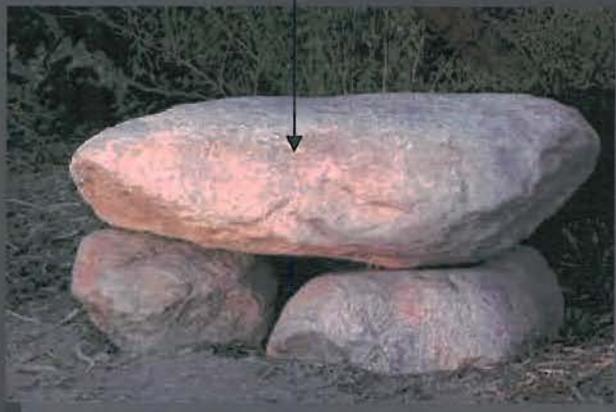
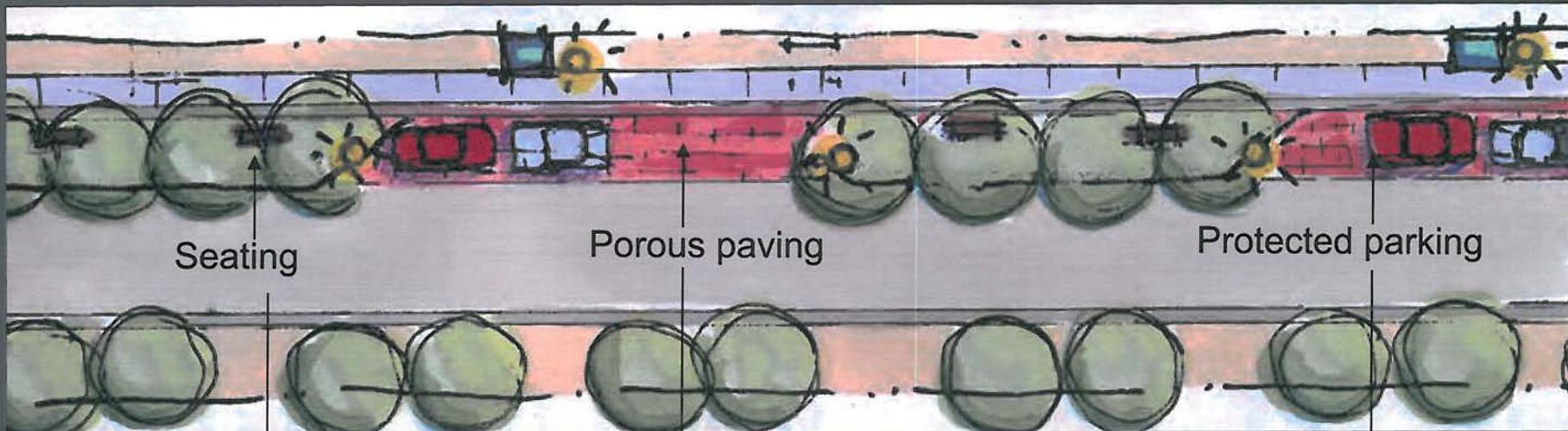


|---8'---|---10'---|---24'---|---8'---|

[----- 50' R.O.W. -----]

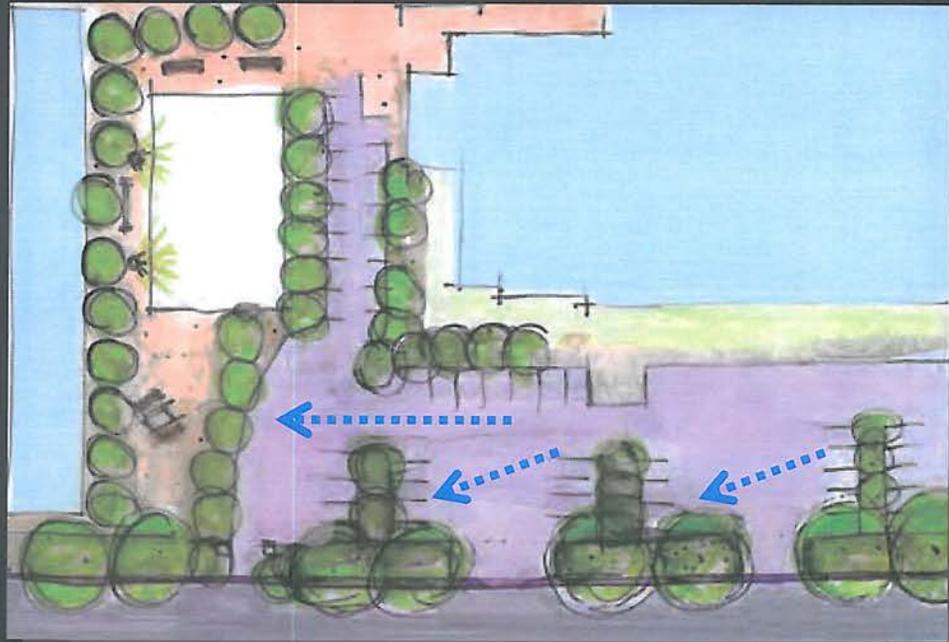


# Third Street Bicycle Boulevard

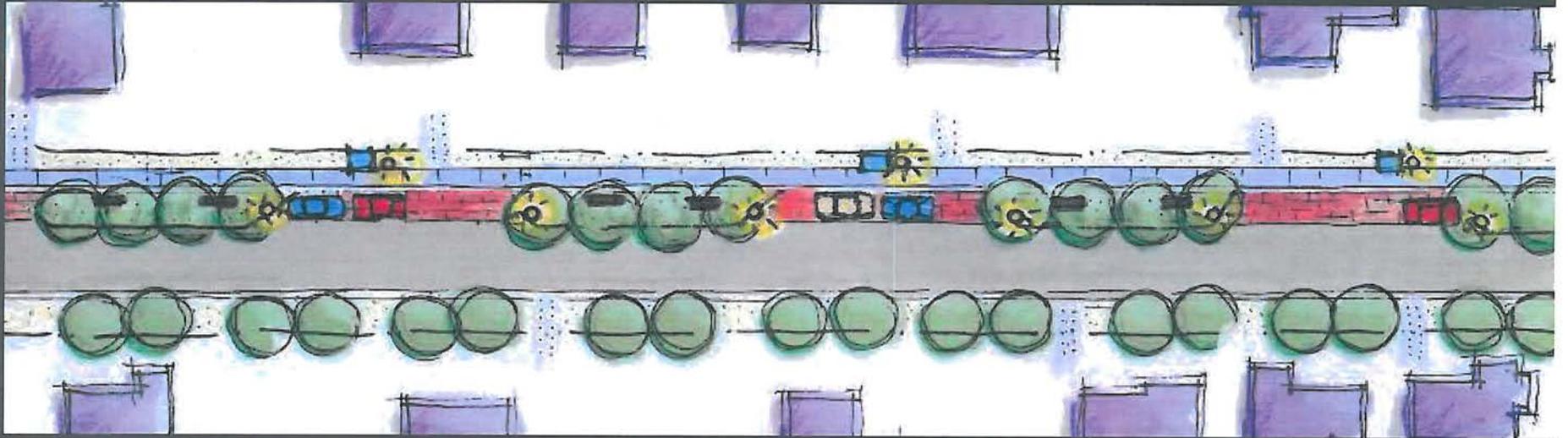


# Third Street

## East End



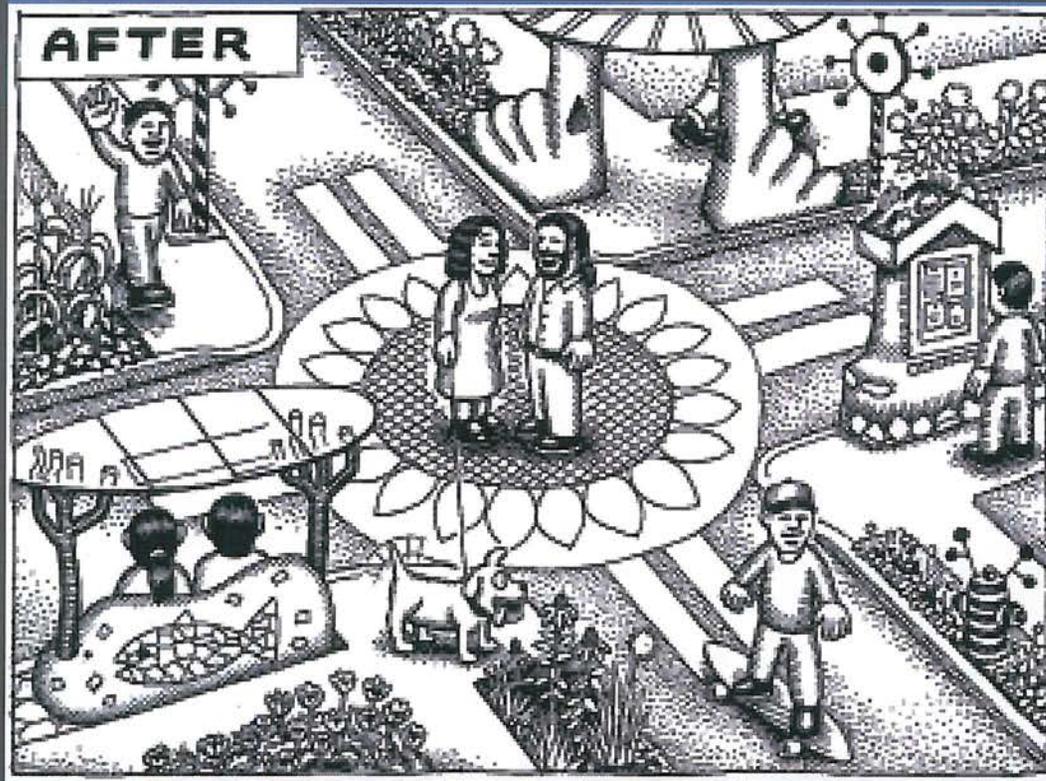
# Third Street Bicycle Boulevard



# St. Marks Church Community Node



# Camino Miramonte & 3<sup>rd</sup> Street Intersection



# Third Street Gateway

at Country Club



# Third Street Gateway

## at Alvernon Way

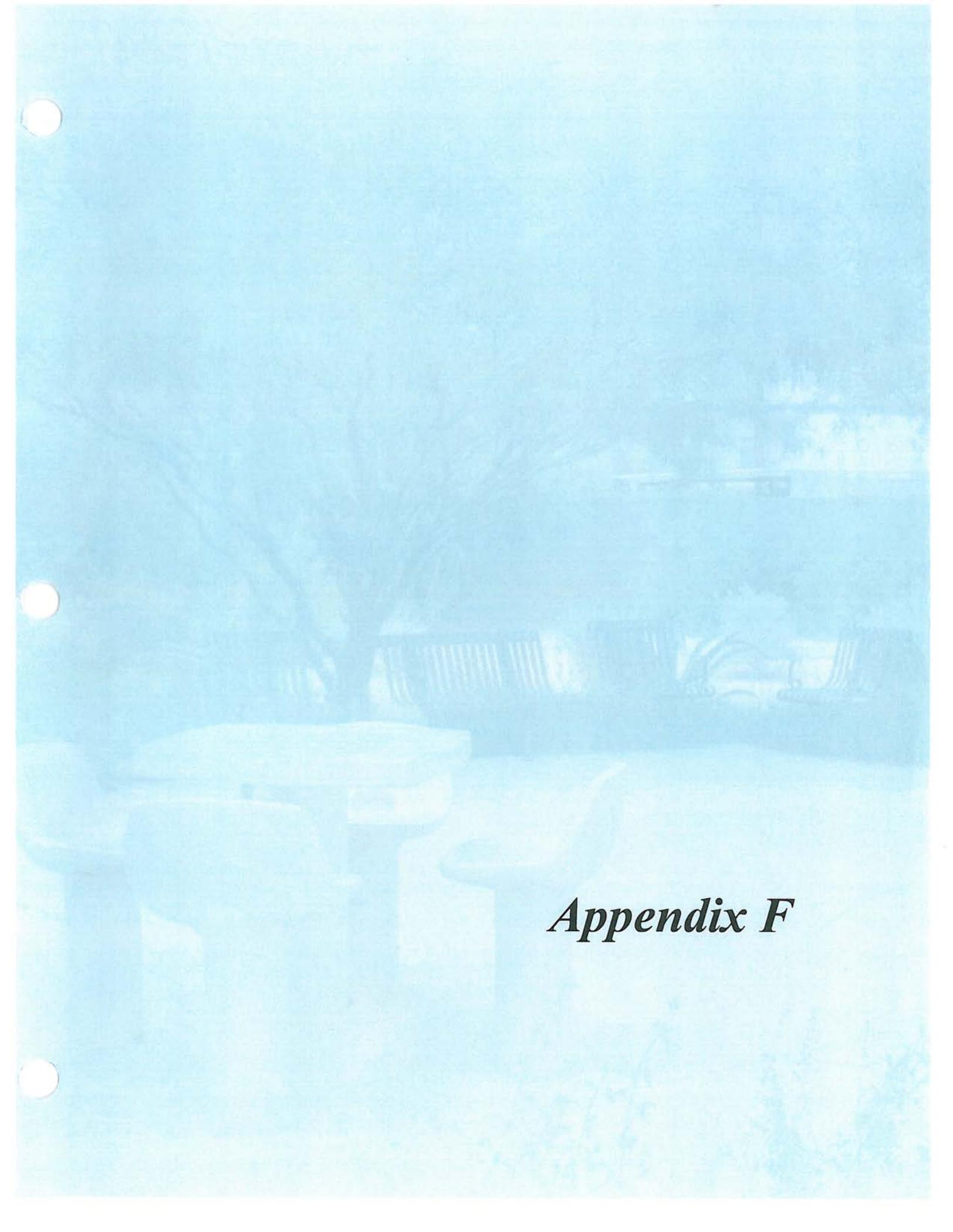


## Master Plan for the Neighborhood

- Improve the pedestrian environment
- Sidewalks & walking surfaces
- Walking loops
- Pedestrian lighting
- Street trees
- Open spaces, gardens, play areas
- Visual gateways

# Neighborhood Ramble



A blue-tinted photograph of an outdoor patio area. In the foreground, there are several round tables and chairs. In the background, there are more tables and chairs, and a building with windows. The overall scene is a well-maintained outdoor space.

*Appendix F*

## 2007 Miramonte Annual Meeting—Survey Tabulations

### Type I Projects—requiring money for infrastructure improvements.

During the group exercise at the Miramonte Annual Meeting, Traffic Mitigation and Walking Paths were selected as the most desired topics for improvement efforts.

Participants were asked to select one street to improve first (No. 1) and which street they would like to see improved second (No. 2). Results of "The Improvement Location Preferences Work Sheet" indicate where the forty people who turned in surveys would wish the first investments to be:

Camino Miramonte	23 No. 1's	5 No. 2's
Third Street	9 No. 1's	11 No. 2's
Richey Blvd.	3 No. 1's	4 No. 2's
Fifth Street	1 No. 1's	7 No. 2's
Dodge Blvd.	2 No. 1's	5 No. 2's

Written in as Others: Second Street 2 No. 1's; Country Club 1 No. 1; Fourth St. 1 No. 2; and Speedway 1 No. 2

### Type II Projects—requiring "ingenuity and sweat"

35 attendees turned in the "Type 2 Project Preferences" Sheet where they could mark their top three projects. Results in order of support:

- 25 Bring apartment owners/managers together to get more involved in neighborhood
- 18 Encourage individual blocks to form Neighborhood Watches
- 16 Support preservation of Benedictine Monastery and grounds
- 9 Increase MNAAction membership
- 8 Encourage neighbors to serve on City committees and become more educated about neighborhood issues
- 5 Explore use of basketball court/open grounds at St. Mark's
- 4 Distribute "Welcome to Miramonte Neighborhood" brochures
- 2 Rent plots in Community Garden at St. Mark's
- 2 Celebrate "Take Back the Night" at Miramonte Park
- 1 Plan more special events at Miramonte Park

### Written in as Other Ideas:

- 4 Calm Camino Miramonte traffic through an educational campaign, posting signs in yards
- 3 Close Third Street to through traffic
- 1 Respect property rights
- 1 Lighting
- 1 Consider cars as important as pedestrians and bicyclists
- 1 Develop new board member participation through newsletter articles
- 1 Address plane sound concerns in organized way
- 1 Educate and enforce use of trash and recycle bins