

Draft Language

Request to Amend the University Area Plan (UAP)

This plan amendment application proposes adding the following new section to the existing University Area Plan (UAP):

Section 3.G. Transit-Oriented Development (TOD)

Intent Statement: The intent of this Section is to provide for TOD, at appropriate locations, which complements the planned modern streetcar and its proposed terminal sites. TOD areas shall comprise urban mixed-use environments with sustainable design elements, vibrant urban pedestrian open spaces, and accessibility to a variety of transportation modes.

Sub-Goals: Encourage a mix of *land uses* that is appropriate for an urban, transit-oriented mixed-use development.

Ensure *compatibility with the surrounding land-use context* as it currently exists and as it is planned for the future.

Ensure *access to and facilitate a variety of transportation modes*, including vehicular, bicycle, bus transit, and modern streetcar.

Ensure appropriate recognition and safeguards as necessary to *protect nearby established residential neighborhoods*.

Provide vibrant *pedestrian spaces and streetscapes*.

Ensure *coordinated design in architecture and landscape architecture* to create an integrated aesthetic quality and sense of place.

Sub-Area 1

Sub-Area 1 is hereby established, as illustrated on the attached Exhibit 3.G.1, comprising that 2.49-acre property located north and west of the intersection of Speedway Boulevard at Campbell Avenue.

Intent Statement: The intent of Sub-Area 1 is to provide for TOD, consistent with the primary Sub-Goals defined above, that complements the planned modern streetcar terminal to be located on East Helen Street, approximately five hundred feet (500') west of Campbell Avenue.

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Sub-Goals: Provide a complement of *land uses* that is appropriate for an urban, transit-oriented mixed-use development; this mix of uses could include commercial and specialty retail, restaurants, a full-size grocery, professional offices, and residential condominiums.

Ensure *compatibility with the surrounding* commercial, retail, and University of Arizona/University Health Sciences Center land-use context as it currently exists and as it is planned for the future.

Ensure *access to and facilitate the vehicular, bicycle, bus transit, and modern streetcar modes of transportation.*

Ensure recognition and the consideration of appropriate safeguards to *protect the established residential neighborhoods* located to the north, east/northeast, and southeast of the Sub-Area.

Incorporate *pedestrian spaces and streetscapes* into the project that provide for both active and passive outdoor activities and which also complement and benefit the mix of land uses provided.

Provide appropriate *design guidelines and a coordinated masterplan*, in both architecture and landscape architecture, that creates an integrated, urban environment.

The following specific policies further the above Sub-Goals and are categorically organized here consistent with them:

Land Use and Compatibility

Policy 1: Provide for complementary commercial/retail, restaurant, office, and grocery uses in an integrated, mixed-use mid-rise and high-rise building framework.

Policy 2: Ensure coordination with the UA Comprehensive Campus Plan as it exists and as it is periodically updated by the University.

Policy 3: Allow for the possible incorporation of adjacent Arizona Board of Regents (“ABOR”) lands into the project in the event that UA determines it will enter a public-private partnership. In this event, the UA’s participation is considered in accordance with this Section and with the policies of this Sub-Area 1, such that incorporation of

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ABOR lands into the project can occur in conjunction with a rezoning/Planned Area Development application and shall not require a separate plan amendment to the UAP.

Policy 4: On-going coordination and interaction is encouraged with University of Arizona regarding its adjacent properties, UA plans for same, and their potential inclusion into the project by way of a public-private partnership or some alternative mechanism.

Transportation: Vehicular Circulation & Access to Various Modes

Policy 1: Primary vehicular access to and from the site shall occur via Helen Street.

Policy 2: Traffic and transportation impacts of the proposed development shall be fully studied at the time of rezoning, and the proposed development shall proceed subject to a Traffic Impact Analysis (TIA) as approved by the City of Tucson Department of Transportation.

Policy 3: The developer shall pay its fair share of off-site transportation or traffic improvements necessary to serve the proposed development, the extent of which shall be determined in conjunction with a TIA approved by the City of Tucson Department of Transportation.

Policy 4: Parking facilities as required to serve the proposed complement of land uses will be wholly accommodated on-site. Within the rezoning/Planned Area Development process, an individual parking plan shall be allowed reflecting the mixed-use nature of the project and the varying demand times associated with the different uses.

Coordination with and Protection of Surrounding Neighborhoods

Policy 1: On-going interaction with neighborhood leadership from the surrounding neighborhood associations shall take place so as to insure input and feedback throughout the design and rezoning process.

Policy 2: At the time of rezoning, an analysis shall be provided that assesses viewshed impacts and illustrates project visibility from a variety of surrounding vantage points, most notably from those in the existing residential neighborhoods to the north, northeast, east, and southeast.

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- Policy 3:** At the time of rezoning, consideration of and provisions for privacy protection shall be given to those outlying neighborhood residents whose properties are visible from the high-rise portion of the project.
- Policy 4:** At the time of rezoning, sun-reflection and shade studies shall be provided as necessary to understand the impacts of the development on nearby residential neighborhoods.
- Policy 5:** At the time of rezoning, an analysis shall be provided as to the impacts, if any, of the proposed high-rise building on helicopter flight paths serving the University Health Sciences Center.

Pedestrian Spaces and Streetscape

- Policy 1:** Primary building entrances shall be provided from the interior urban/pedestrian spaces or plazas, as well as from the exterior streetscape locations.
- Policy 2:** Efficient and easily-identifiable pedestrian linkages and access shall be provided between the primary building entrances and the Helen Street modern streetcar terminal.
- Policy 3:** The project shall generally provide for a pedestrian-friendly environment that facilitates both the active and passive pedestrian enjoyment of outdoor spaces.
- Policy 4:** The perimeter streetscape along the site's Speedway Boulevard frontage will foster a comfortable, human-scale pedestrian environment and shall provide a contrast to the more intensive, multi-lane arterial character of Speedway Boulevard.
- Policy 5:** The project shall evidence an awareness of the potential need for pedestrian connectivity to the other three corners of the Speedway Boulevard/Campbell Avenue intersection, should those other three corners be redeveloped in a more intensive and densified manner.

Design Guidelines and Design Coordination

- Policy 1:** Building massing and placement shall be organized so as to provide visual variety and create urban open spaces or plaza areas.
- Policy 2:** Building massing and placement shall be organized so as to provide view penetration into the project from perimeter vantage points.

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- Policy 3:** Building design and organization shall ensure appropriate transitions (in terms of height and massing), recognize existing project perimeters, interface well with adjacent streets, and generally evidence a sense of proportion with the project's surroundings.
- Policy 4:** Building heights, number of stories, and massing envelopes shall be in accordance with those illustrated on Exhibit 3.G.2.
- Policy 5:** The twenty-story, 250' building height allowance illustrated on Exhibit 3.G.2 shall be limited to no more than 33% of the envelope delineated on the Exhibit.
- Policy 6:** The project shall provide open spaces or plaza areas that provide for a vibrant pedestrian experience and which complement the mix of land uses provided.
- Policy 7:** The project shall evidence an architecture that recognizes and respects the Sonoran Desert environment by addressing climate, consideration of sun angles and shading, and incorporation of sustainable building principles on a high-rise scale.
- Policy 8:** The project design shall evidence a recognition of the specific site conditions, anticipate and provide for connectivity to adjacent uses, both existing and planned, and represent a building profile and form that integrates with this context.
- Policy 9:** The design of building facades should create a sense of human scale and should foster a streetscape environment that is comfortable for the pedestrian.
- Policy 10:** The design of pedestrian spaces, along both the project perimeter and its internal plazas, should incorporate design elements, street furniture, and plant materials that complement the building designs and evidence a coordinated, cohesive design statement for the project.
- Policy 11:** In recognition of existing drainage issues impacting neighborhood areas downstream of Sub-Area 1, a drainage analysis will be prepared at the time of rezoning. In addition to standard measures required by the City of Tucson Floodplain Section, additional methods of containment will be discussed and evaluated to accommodate run-off on-site, including water harvesting features, both passive and active.