

U·N·I·V·E·R·S·I·T·Y



A·R·E·A·P·L·A·N

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

UNIVERSITY AREA PLAN

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

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UNIVERSITY AREA PLAN

CITY OF TUCSON PLANNING DEPARTMENT

May 8, 1989

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Mayor and Council

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INTRODUCTION

Location

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

(December 13, 2011, Resolution 21835, changed ‘pedestrian commercial districts’ to ‘pedestrian districts’)

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

Character

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

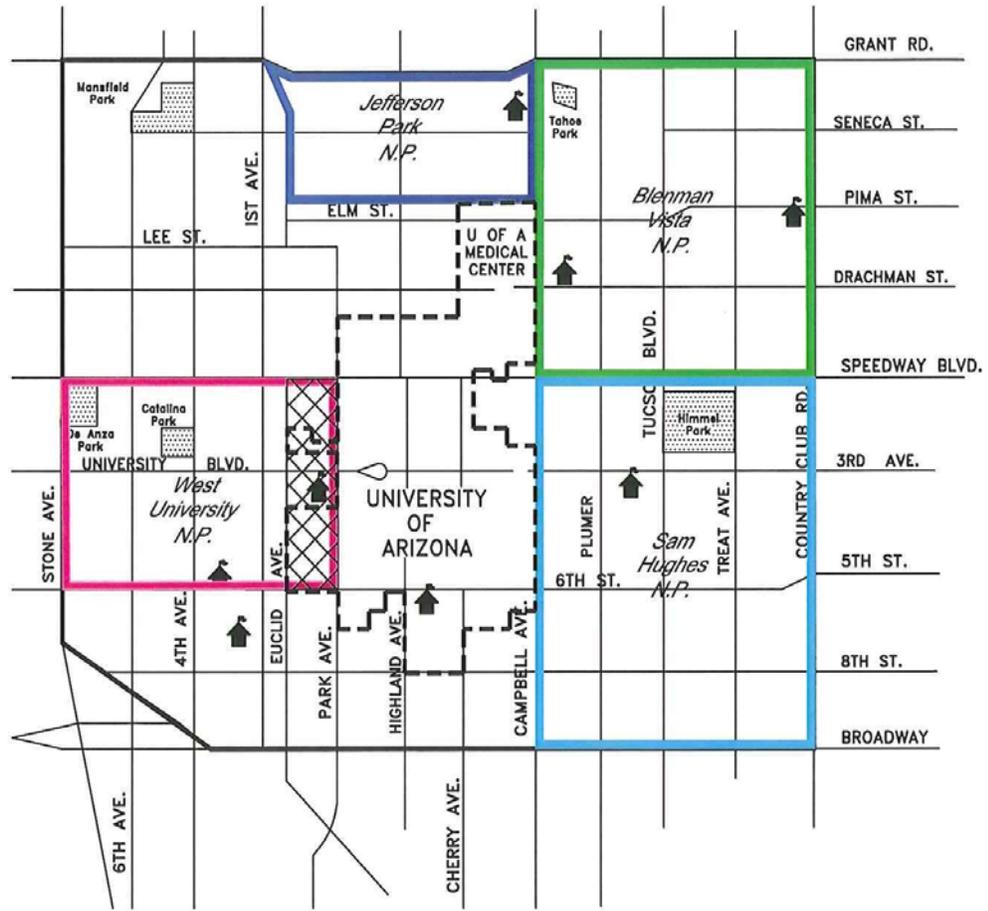
Demographic and housing characteristics in the *University Area* are strongly influenced by the large population of students (over 30,000) attending the UA. In 1988, more than 50 percent of all *University Area* residents were between 20 and 44 years of age, and more than 50 percent of all *University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

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

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

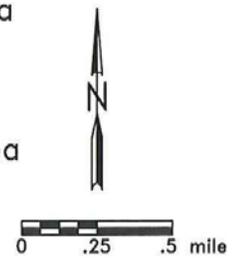
UNIVERSITY AREA PLAN

Map 1: University Area



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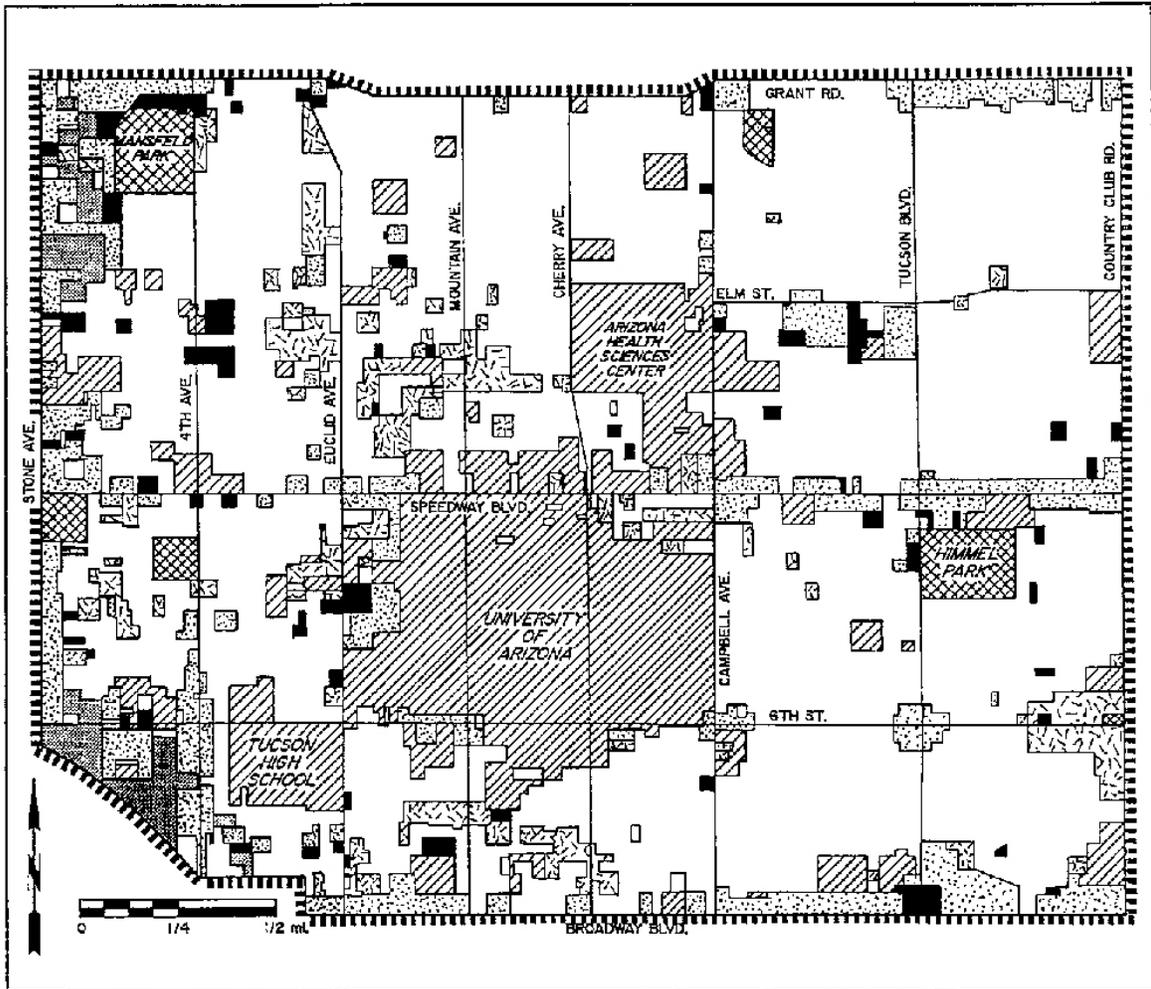
-  West University Transition Area
-  Plan Area Boundary
-  U of A Campus Planning Area
-  Schools



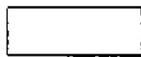
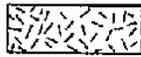
(December 13, 2011, Resolution 21835, revised Map 1)

UNIVERSITY AREA PLAN

Map 2: General Land Use



Legend

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

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

History

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

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

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

(December 13, 2011, Resolution 21835, included reference to 2009 Campus Plan update)

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

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

Purpose

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

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

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

(December 13, 2011, Resolution 21835, modified wording of the previous sentence, but maintained the intent)

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

(December 13, 2011, Resolution 21835, changed 'Citizen's Advisory Planning Committee' to 'Planning Commission')

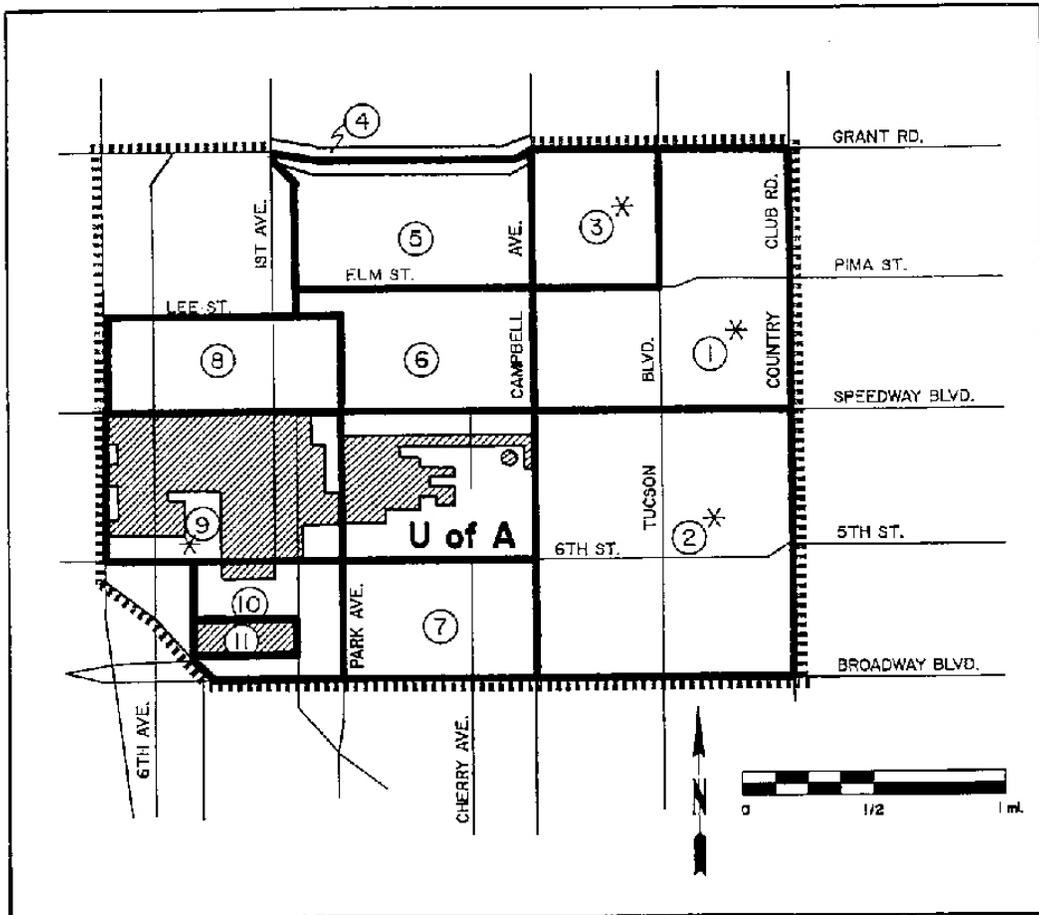
Adopted Policies and Recommendations

SECTION 1: OVERALL GOALS OF THE UNIVERSITY AREA PLAN

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

UNIVERSITY AREA PLAN

Map 3: Neighborhoods and Historic Districts



Registered Neighborhoods: (City of Tucson Citizen Participation Office)

Legend

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

SECTION 2: NEIGHBORHOOD CONSERVATION/HISTORIC PRESERVATION

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

Policies:

1. Utilize the City's Historic District and Landmark Zone Ordinance to designate and protect local historic resources, including those properties which are listed on the National Register of Historic Places and those which may be eligible for historic designation.
2. Utilize the City's adopted ordinances, plans, and guidelines (e.g., *Tucson Land Use Code, University Area Plan, Roadway Development Policies*) to protect neighborhood perimeters from the intrusion of noncompatible uses.
3. Support the continued vitality of established pedestrian districts (Map 4), including those areas such as Fourth Avenue which provide historic and cultural value to the University Area and the City.

(December 13, 2011, Resolution 21835, Policy 2.3, changed 'pedestrian commercial districts' to 'pedestrian districts')

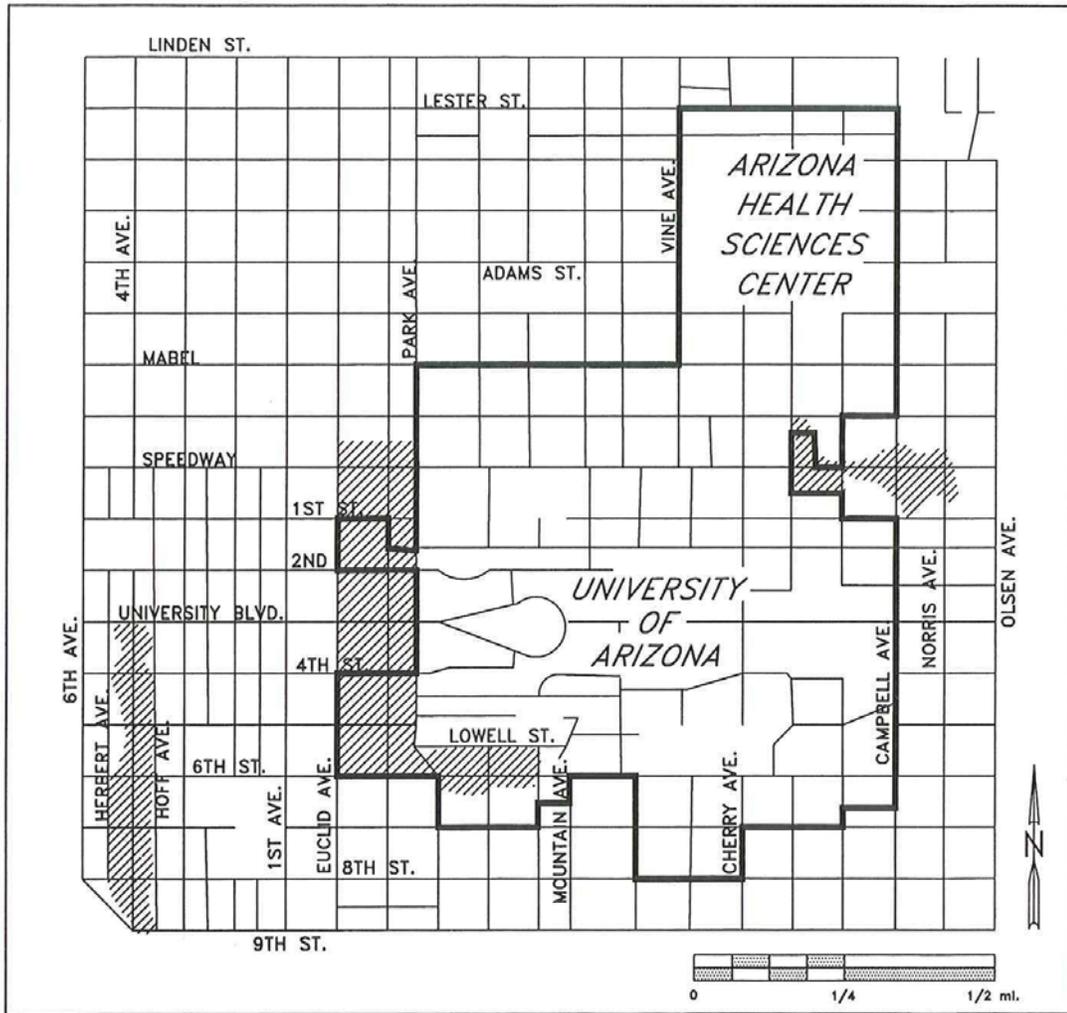
4. Support new cooperative efforts between the City of Tucson, the University of Arizona, and registered neighborhood associations to:
 - 4.1 Encourage the preservation of all properties undergoing historic survey until final eligibility is determined;
 - 4.2 Protect designated and potentially eligible historic properties from demolition or neglect; and
 - 4.3 Assist in the relocation of displaced neighborhood commercial services to pedestrian districts (Map 4) and other appropriate locations within the University Area.

(December 13, 2011, Resolution 21835, Policy 2.4.3, changed 'pedestrian commercial districts' to 'pedestrian districts')

- 4.4 Achieve the objectives of the above policies (4.1 - 4.3) through the continued revision of City Codes, and through the establishment of rehabilitation funds, preservation easements, and revolving loan programs.
5. Work to ensure the timely implementation of approved development projects so as to minimize disruption to neighborhood residents and businesses.
6. Recommend against the granting of parking variances which may produce unacceptable levels of on-street parking, noise, or through-traffic in residential areas (see Transportation Policies, Section 4).

University Area Plan

Map 4: Pedestrian Districts



Legend



Pedestrian District



University of Arizona Campus Planning Area

10-11

(December 13, 2011, Resolution 21835, revised Map 4 to replace 'pedestrian commercial districts' with 'pedestrian districts'; show new UA campus planning boundaries; and show entire West University Transition Area as a pedestrian district)

SECTION 3: LAND USE AND DEVELOPMENT

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

SECTION 3.A: GENERAL POLICIES:

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

SECTION 3.B: NEW RESIDENTIAL DEVELOPMENT

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

Policies:

1. Except in the West University Transition Area, encourage residential infill which is compatible with neighborhood scale, density, and character, as outlined in the General Design Guidelines.

(December 13, 2011, Resolution 21835, Policy 3.B.1, added 'Except in the West University Transition Area')

2. Under the guidance of the General Design Guidelines, provide for residential development in appropriate locations:
 - 2.1 Low density (1-6 units per acre) residential development is appropriate in the interior of established single-family residential areas.
 - 2.2 Except in the West University Transition Area, medium density (7-14 units per acre) residential development is appropriate in conformance with the Flexible Lot Development (FLD) provision of the *Land Use Code*, or where vehicular access is provided to an arterial or collector street and vehicular traffic is directed away from the interior of low density residential areas.

(December 13, 2011, Resolution 21835, Policy 3.B.2. 2, added 'Except in the West University Transition Area'; and changed Residential Cluster Project to Flexible Lot Development)

- 2.3 Except in the West University Transition Area, high density (15 or more units per acre) residential development is appropriate in conformance with the FLD provision of the *Land Use Code*, or in conformance with the following criteria:

(December 13, 2011, Resolution 21835, Policy 3.B.2.3, added 'Except in the West University Transition Area', and changed RCP to FLD)

- 2.3.1 The site is surrounded by predominantly medium/high density residential or nonresidential development;
- 2.3.2 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of low density residential areas;
- 2.3.3 Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas; and

2.3.4 Where appropriate, development includes integrated neighborhood commercial services (e.g., grocery market, cafe, florist) oriented to a local pedestrian clientele (see Mixed Use Development Policies, Section 3.D).

2.4 Support new residential development in the West University Transition Area in accordance with the policy direction provided in the West University Neighborhood Plan.

(December 13, 2011, Resolution 21835, added new Policy 2.4)

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

SECTION 3.C: OFFICE/COMMERCIAL DEVELOPMENT

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

Policies:

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

- Speedway/Campbell
- Sixth Street, Park to Santa Rita
- Fourth Avenue Shopping District
- Park/Speedway
- West University Transition Area

Note: Pedestrian Districts are illustrated on Map 4.

(December 13, 2011, Resolution 21835, Policy 3.C.1., changed 'pedestrian commercial districts' to 'pedestrian districts'; and changed 'University Blvd./Tyndall' district to 'West University Transition Area' district)

2. Support the development of concentrated centers of pedestrian-oriented commercial/office activity through the following means:

2.1 Discourage the establishment or extension of strip commercial development.

- 2.2 Recommend against rezonings or changes in development plans which include new drive-through facilities, except as provided for in adopted neighborhood plans.

(December 13, 2011, Resolution 21835, Policy 3.C.2.2, added 'except as provided for in adopted neighborhood plans')

- 2.3 Encourage the consolidation of adjacent development parcels in order to provide integrated circulation and access while reducing the number of vehicular curb cuts along the street.
 - 2.4 Encourage the establishment of a well-defined pedestrian system linking adjacent uses, secure bicycle parking areas, and convenient access to transit facilities, as integral components of new office/commercial development.
3. Consider the special characteristics of individual neighborhoods and adopted neighborhood plan policy in the review of rezoning cases involving the conversion of residential uses to nonresidential uses. Characteristics to be evaluated include:
 - adjacent uses and zoning
 - existing land use patterns
 - traffic, noise, and visual impacts of the proposed development
 - historic significance and physical condition of structure(s)
 - viability of continued residential use
 - 3.1 Consider the conversion of residential uses on arterial streets to residentially-scaled office uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3.
 - 3.2 Consider the conversion of residential uses on arterial streets to commercial uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3, and in conformance with the following criteria:
 - 3.2.1 Adjacent uses and zoning are commercial;
 - 3.2.2 Sufficient lot depth exists to provide adequate buffering, landscaping, and on-site circulation and parking in compliance with City of Tucson standards; and
 - 3.2.3 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas.

- 3.3 Recommend against the conversion to nonresidential use of residentially-zoned properties abutting Fifth-Sixth Street, except as provided for in adopted neighborhood plans.
- 3.4 Consider the conversion of residential to commercial uses on Park Avenue in the Speedway Pedestrian District under the guidance of the General Design Guidelines (Section 8), through the analysis of the characteristics outlined in Office/Commercial Development Policy 3 and in conformance with the following criteria:
 - 3.4.1 The proposed site design provides well-defined pedestrian and bicycle access and demonstrates that the proposed commercial use serves the surrounding University community.
 - 3.4.2 The proposed site design is sensitive to adjacent residential uses in terms of screening, landscaping, access and traffic circulation.

Vehicular access is provided only to Park Avenue.

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

- 3.5 Consider the conversion of residential uses to parking on 422 and 428 North Martin, in order to provide parking for commercial uses located northeast of the amendment site, on 6th Street between Martin Avenue and Campbell Avenue. Development is to be consistent with *University Area Plan* General Design Guidelines (Section 8), Office/Commercial Policy 3, the direction of the University *Campus Plan*, and the following criteria:
 - 3.5.1 Primary vehicular access is oriented towards the arterial.
 - 3.5.2 Development includes pedestrian access throughout the site, including landscaping of pedestrian facilities.
 - 3.5.3 University input and comment is provided as a part of any rezoning submittal.
 - 3.5.4 A narrow intense vegetative buffer is placed on the south side of the parking lot.

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

- 3.6 Refer to the West University Neighborhood Plan for policy direction that applies to the West University Transition Area.

(December 13, 2011, Resolution 21835, added new Policy 3.C.3.6)

SECTION 3.D: MIXED USE DEVELOPMENT

Subgoal: Support carefully designed and located mixed use development as a viable means to integrate housing, employment, shopping, and related activities in a relatively compact pedestrian-oriented area, consistent with regional activity center policy (*General Plan*, August 6, 2001, Element 2, Policy 6.13).

Policy:

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

1. Except in the West University Transition Area, vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas;

(December 13, 2011, Resolution 21835, Policy 3.D.1., added 'Except in the West University Transition Area')

2. Commercial activity is located at the street level, and is connected to the public sidewalk system;
3. Tenant mix offers goods and services oriented to local residents and compatible with the neighborhood; and
4. Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas.

SECTION 3.E: INDUSTRIAL DEVELOPMENT

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

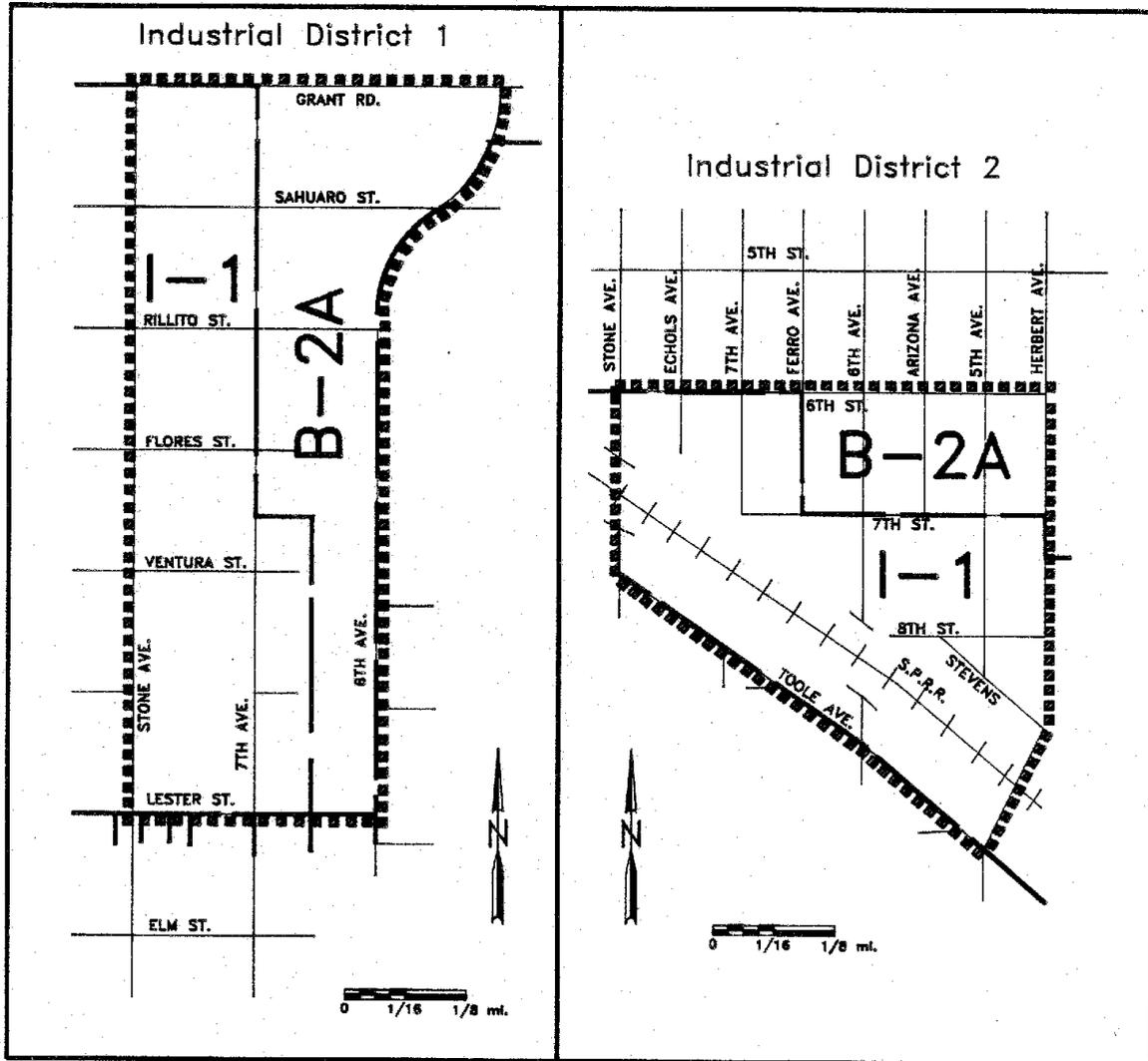
Policies:

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

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

UNIVERSITY AREA PLAN

Map 5 : Industrial Districts and Zoning



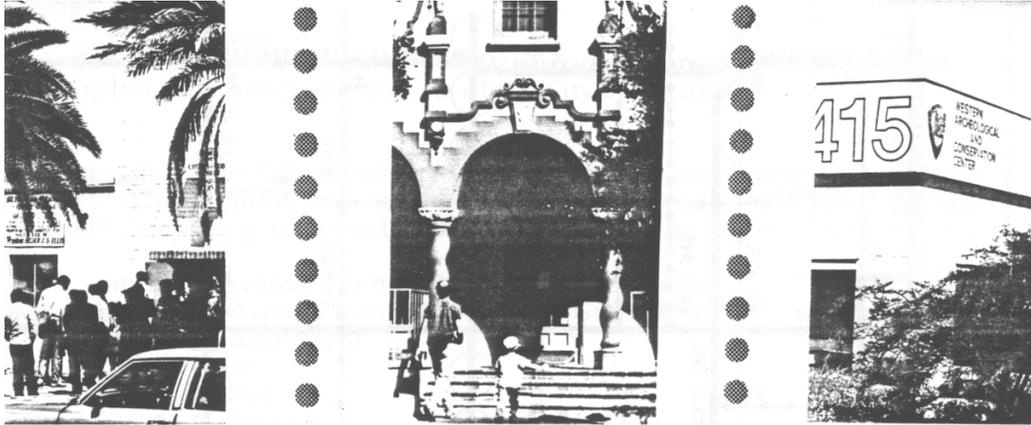
Legend

- Industrial District Boundary
- Zoning Boundary
- I-1
 Zoning Designation

7-89

SECTION 3.F: PUBLIC/SEMI-PUBLIC DEVELOPMENT

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



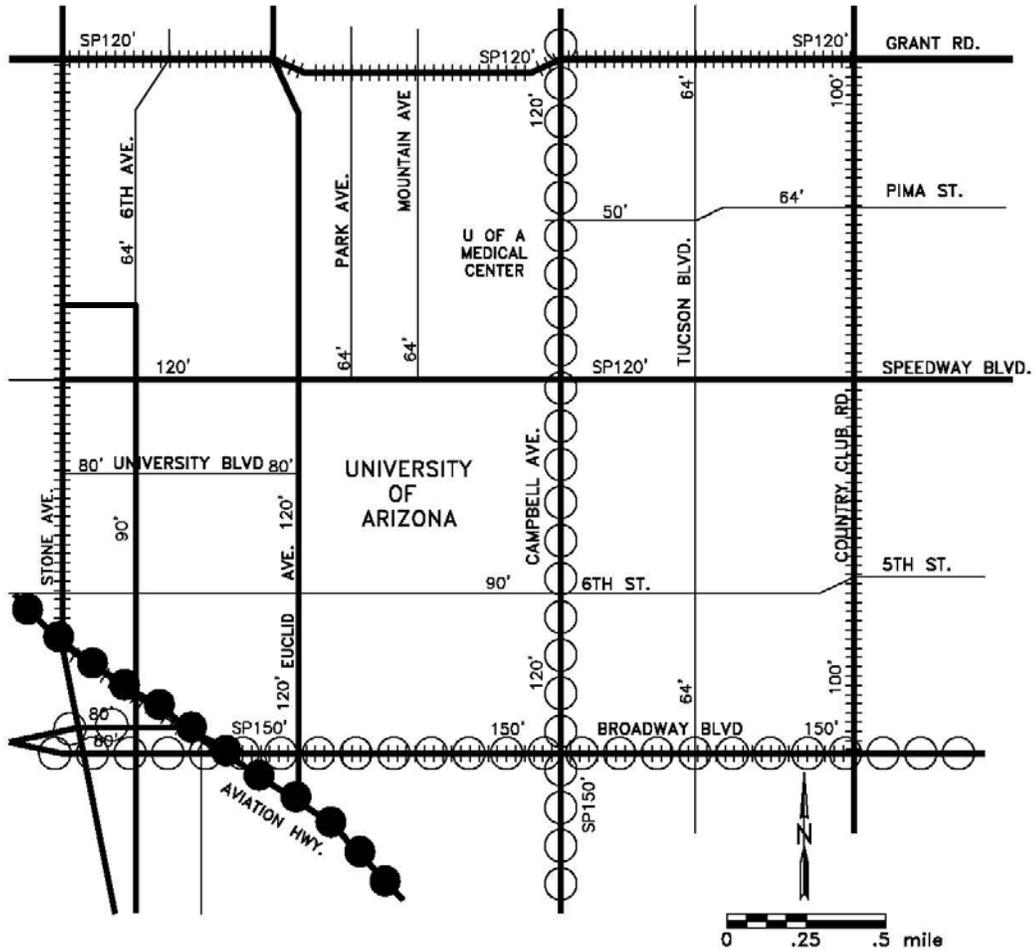
Policies:

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

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

UNIVERSITY AREA PLAN

Map 6: Major Streets



(From City of Tucson Major Streets and Routes Plan)

Legend

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

(December 13, 2011, Resolution 21835, revised Map 6)

Section 3.G. Helen-Warren Station Area (HWSA)

Amended 10/21/14 , Resolution No. 22310

The Helen-Warren Station Area (HWSA) is established in recognition of the new Helen-Warren streetcar station located on the south side of Helen Street, approximately one hundred feet (100') east of its intersection with Warren Avenue and approximately five hundred feet (500') west of Campbell Avenue. The purpose of the HWSA is to provide a framework for the development of nearby properties in a way that is consistent with the opportunities which the streetcar station provides, as well as to promote other multi-modal transportation opportunities in conjunction with it.

The HWSA does not have a strict physical boundary, but is generally comprised of the area in and around the intersection of Speedway Boulevard and Campbell Avenue, with particular recognition being given to those properties north and west of the intersection. The HWSA will be definitively comprised of a set of formally delineated Sub-Areas, each of which will constitute an amendment to this Section and which will proceed through the established plan amendment public process.

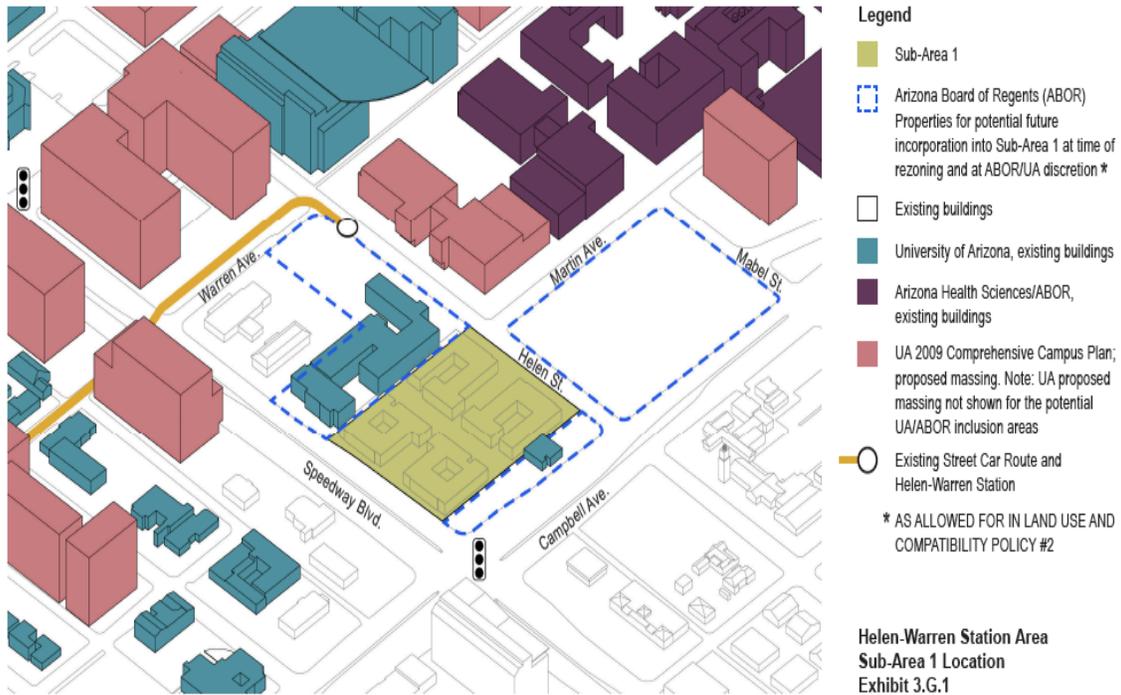
This Section 3.G will be implemented by a series of *Policies* and *Guidelines*. for each delineated Sub-Area. A *Policy* is a statement of principle or of guiding action that implies a clear, specific commitment and which is viewed as a firm standard; a *Policy* must be demonstratively met at the time of any rezoning. A *Guideline*, on the other hand, expands on the overall policy direction by providing complementary or supplemental direction or by illustrating ways to meet the policy objectives. While *Guidelines* provide direction, alternative methods and approaches can be utilized to achieve the overall *Policy* direction if sufficient justification is provided.

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 a mixed-use development, consistent with the primary Sub-Goals defined below, that complements the Helen-Warren streetcar station.

Sub-Goals: Promote a complement of *land uses* that is appropriate for a transit-oriented infill development; this mix of uses could include indoor and outdoor commercial retail and services, restaurants, a full-size grocery, professional offices, and residential condominiums or leased apartments.



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

Promote *access to and facilitate various modes of transportation, including vehicular, bicycle, pedestrian, bus transit, and streetcar.*

Promote *recognition and the consideration of the established residential neighborhoods* located to the north, east/northeast, and southeast of the Sub-Area by establishing a vehicle for on-going communication and interaction; use this vehicle to reasonably *address pertinent neighborhood issues and provide for appropriate safeguards.*

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 plan*, in both architecture and landscape architecture, that creates an integrated, urban environment.

The above Sub-Goals will be advanced by the specific *Policies* and *Guidelines* presented below. These *Policies* and *Guidelines* supersede any others, elsewhere within the University Area Plan, in the event that conflicts arise between the two.

Land Use and Compatibility

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

Policy 2: Allow for the inclusion of adjacent Arizona Board of Regents (“ABOR”) lands into the project in the event that UA elects to participate. 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 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.

Guideline 1: In accordance with the spirit and intent of established policies within the University Area Plan (see Section 7), on-going coordination and interaction by the owner/developer of Sub-Area 1 is encouraged with University of Arizona regarding its adjacent properties, UA plans for same, and their potential incorporation into the project by way of a public-private partnership or appropriate alternative mechanism.

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

Transportation: Vehicular Circulation & Access to Various Modes

Policy 1: Principal vehicular access to and from the site shall occur via Helen Street; fire/emergency, disabled and grocery delivery access only shall be allowed to and from Speedway Boulevard.

Policy 2: Traffic and transportation impacts of the proposed development, as well as provisions for alternative modes, shall be studied in detail; the proposed development shall proceed subject to a Traffic Impact Analysis (TIA) as reviewed and approved by the Department of Transportation.

Policy 3: The developer shall pay its fair share cost of off-site transportation or traffic improvements necessary to serve the proposed development and address its impacts; the extent of the contribution shall be determined in conjunction with a TIA approved by the 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, parking calculations and analyses shall be furnished to reflect the mixed-use nature of the project so as to insure that the parking provided is based upon actual usage, not upon a mere aggregation of the normal Unified Development Code (UDC) parking requirements for each individual use. The actual-usage calculations shall account for the varying demand times associated with the mix of uses, existing and planned transit facilities in the vicinity, existing bike routes, and other multi-modal opportunities.

Coordination with and Protection of Surrounding Neighborhoods

Policy 1: Promote the creation of a neighborhood liaison group, with individuals from the surrounding neighborhood associations, to insure neighborhood input and feedback throughout the design and rezoning process. The specific membership structure, procedures and duties of the group will be detailed in the future Planned Area Development (PAD) document during the rezoning process. The liaison group and the developer shall work together in mutual good faith to reasonably address the specific issues outlined in the Guidelines below.

Guideline 1: An analysis will 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.

Guideline 2: Sun-reflection and shade studies will be provided as necessary to understand the impacts of the development on the above residential neighborhoods. The results of the studies will be shared and discussed with the neighborhood liaison group during the rezoning/PAD process to determine associated mitigation measures, if any.

Guideline 3: 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 Planning & Development Services Department (PDSD), additional methods of containment will be evaluated to accommodate run-off on-site, including water harvesting features, both passive and active. The results of this evaluation will be discussed with the neighborhood liaison group during the rezoning/PAD process as it relates to the mitigation of downstream drainage impacts attributable to Sub-Area 1, if any.

Guideline 4: Building windows and balconies are permitted to face in all directions, with the attendant understanding that consideration of, and provisions for, privacy protection will be given to those outlying neighborhood residents whose properties are visible from the high-rise portion of the project.

Guideline 5: An assessment will be provided as to the impacts, if any, of the proposed high-rise building on the flight paths and associated noise of the helicopters serving the Arizona Health Sciences Center. The results of this assessment will be shared and discussed with the neighborhood liaison group during the rezoning/PAD process to determine associated mitigation measures, if any.

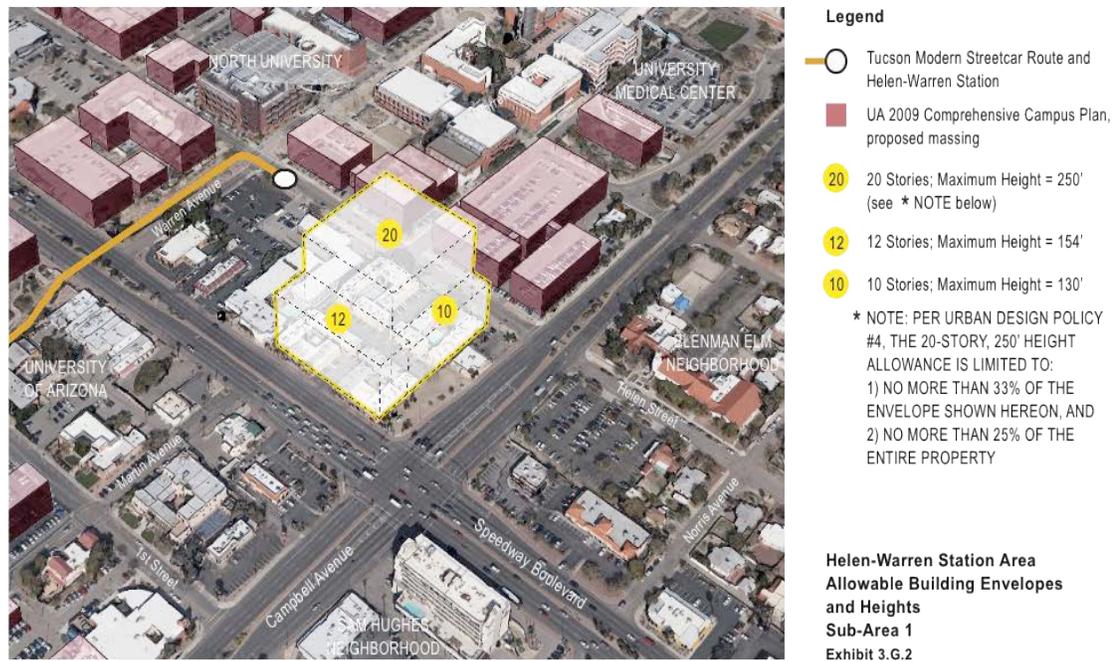
Urban Design

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.

Policy 3: Efficient and easily-identifiable pedestrian and bicycle way-finding shall be provided between principal building entrances and nearby transportation facilities, including the Helen Street streetcar station, Sun Tran bus stops, established bike routes, and existing pedestrian linkages to major nearby uses, such as the University of Arizona campus and Arizona Health Sciences Center.

Policy 4: Building heights, number of stories, and massing envelopes shall be in accordance with Exhibit 3.G.2. The twenty-story, 250' building height allowance illustrated on this Exhibit shall be limited as follows: 1) it shall comprise no more than 33% of the 20-story building envelope's ground area as delineated on the Exhibit, and 2) it shall comprise no more than 25% of the entire property's ground area.



Policy 5: In the event that adjacent ABOR parcels are incorporated into Sub-Area 1 during the rezoning/PAD process as allowed for under Land Use and Compatibility Policy #2, building placement, massing and heights shall be in keeping with the spirit and intent of the relevant Urban Design Policies and Guidelines herein and shall be finalized in conjunction with the neighborhood liaison group as part of the rezoning/PAD process.

Guideline 1: The project will demonstrate an architecture that recognizes and respects the Sonoran Desert environment by addressing climate, consideration of sun angles and shading, and incorporation of energy and water conservation building principles on a high-rise scale.

Guideline 2: Building design and organization will ensure appropriate transitions (in terms of height and massing), recognize existing project perimeters, interface well with adjacent streets, and generally demonstrate a sense of proportion with the project’s surroundings.

Guideline 3: The project design will demonstrate a recognition of the specific site conditions, both existing and planned, and represent a building profile and form that integrates with this context.

- Guideline 4:** The project will generally provide for a pedestrian-friendly environment that facilitates both the active and passive pedestrian enjoyment of functional and well-designed outdoor spaces and which provides for a comfortable and interesting pedestrian experience that complements the mix of land uses provided. While the ground-level outdoor spaces will be privately owned and maintained, they shall be open to public access.
- Guideline 5:** Principal building entrances will be provided from the interior pedestrian spaces or plazas, and not solely from the exterior/perimeter sidewalk locations.
- Guideline 6:** The street-level interface between the buildings and perimeter sidewalks is recognized as an especially important element of the pedestrian experience. The design of building facades will create a street-level environment that is enjoyable and interesting for the pedestrian. Perimeter sidewalks along the site's Speedway Boulevard frontage shall similarly insure a comfortable and pleasant pedestrian experience.
- Guideline 7:** The design of all pedestrian areas and outdoor spaces shall incorporate design elements, street furniture, and landscaping materials that complement the building designs and which demonstrate a coordinated, cohesive design statement and plan for the entire project.
- Guideline 8:** The project shall recognize the potential need for pedestrian and bicycle connectivity to the other three corners of the Speedway Boulevard/ Campbell Avenue intersection as all four of these corners redevelop over time in more dense and intensive ways. As part of the rezoning/PAD process, a conceptual projection of redevelopment massing for the four corners shall be developed and shall identify appropriate points of pedestrian and bicycle linkage between the developments.

SECTION 4: TRANSPORTATION

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

Policies:

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

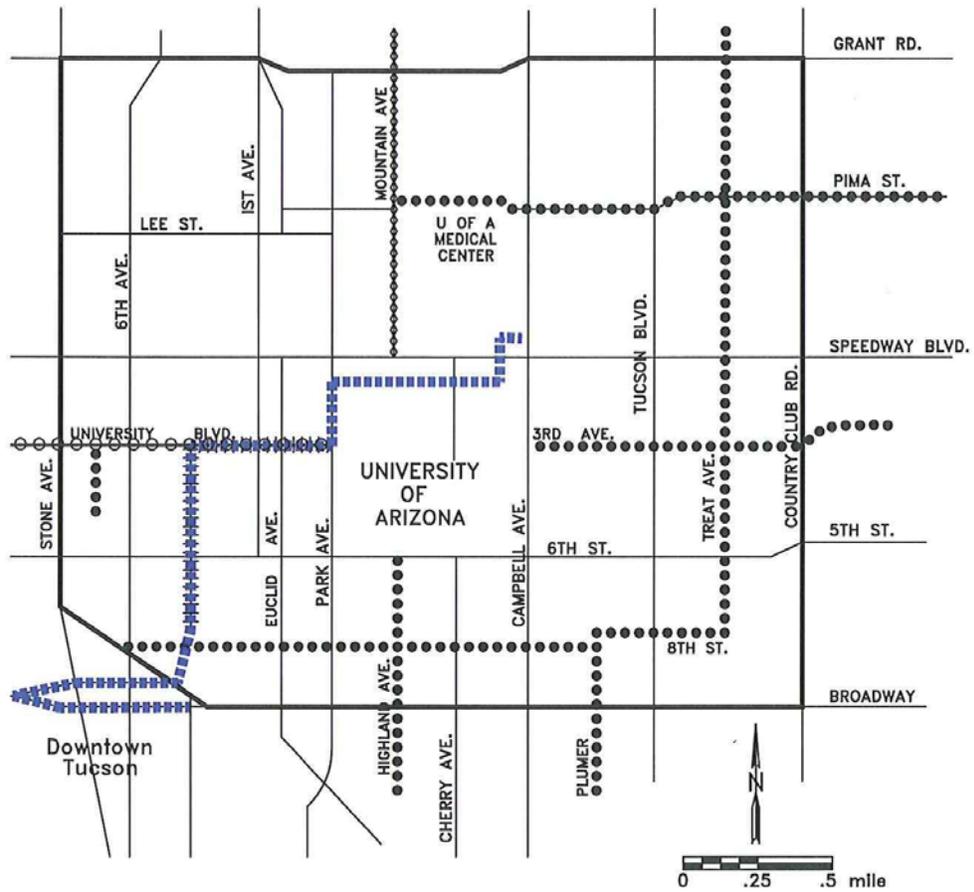
4. Mitigate the impacts of traffic from the proposed Broadway Corridor and Aviation Parkway projects on neighborhood streets, residences, and businesses.
5. Encourage timely funding for the advance purchase of private properties to be utilized in future roadway development projects.
6. Work to ensure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

(December 13, 2011, Resolution 21835, Policy 4.10, added 'and/or streetcar')

11. Undertake a coordinated City-University transportation study to develop a balanced multi-modal transportation network which enhances travel efficiency to the UA regional activity center while reducing impacts of auto traffic on surrounding neighborhoods. This *Plan* would update the 1983 *Joint Comprehensive Circulation Study* (Barton-Aschman).

UNIVERSITY AREA PLAN

Map 7: Alternate Modes Transportation Routes



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

Legend

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

(December 13, 2011, Resolution 21835, revised Map 7 – added streetcar line)

SECTION 5: ENVIRONMENT

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

Policies:

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

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

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

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

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

SECTION 6: PUBLIC SERVICES

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

Policies:

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

SECTION 7: UNIVERSITY OF ARIZONA

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

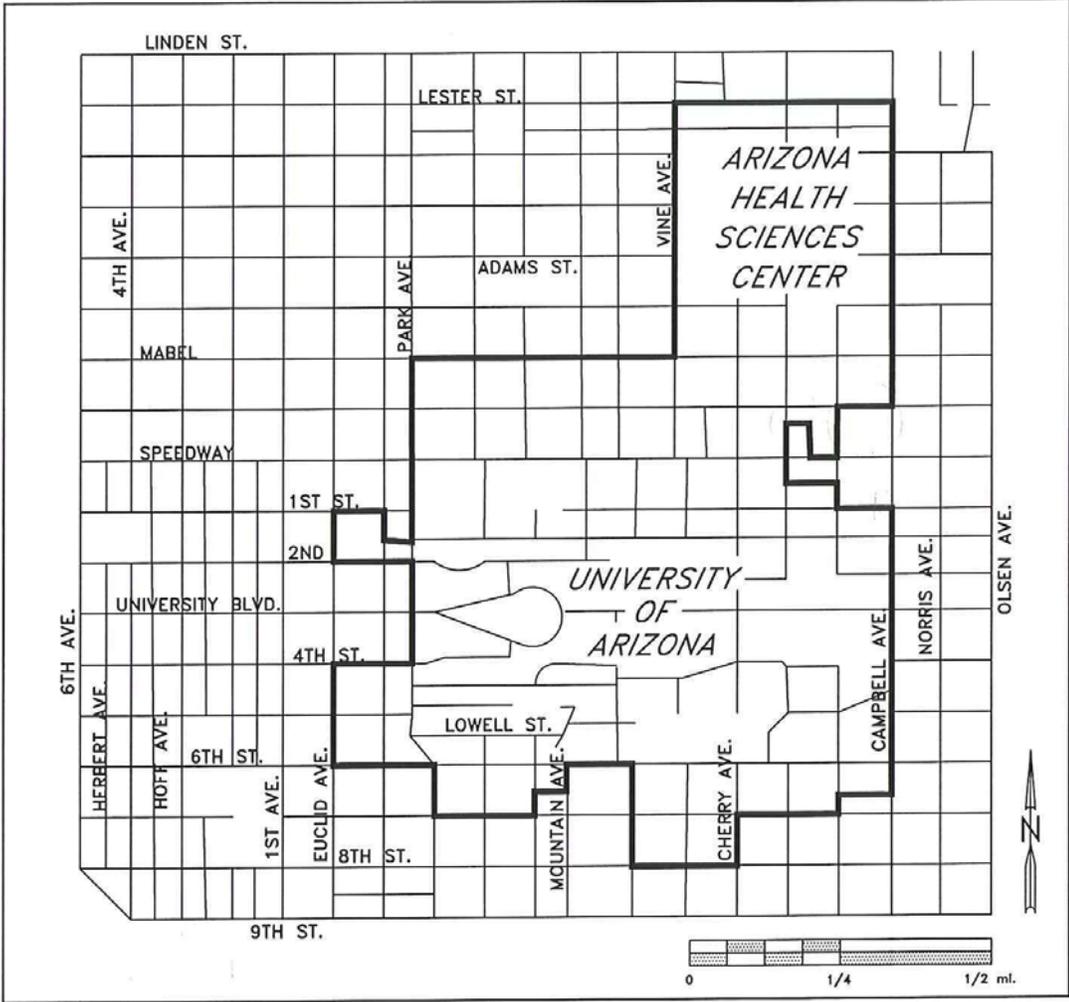
Policies:

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

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

University Area Plan

Map 8: U of A Planning



Legend

————— University of Arizona Campus Planning Area

10-11

(December 13, 2011, Resolution 21835, revised Map 8 to show new UA campus planning boundary)

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

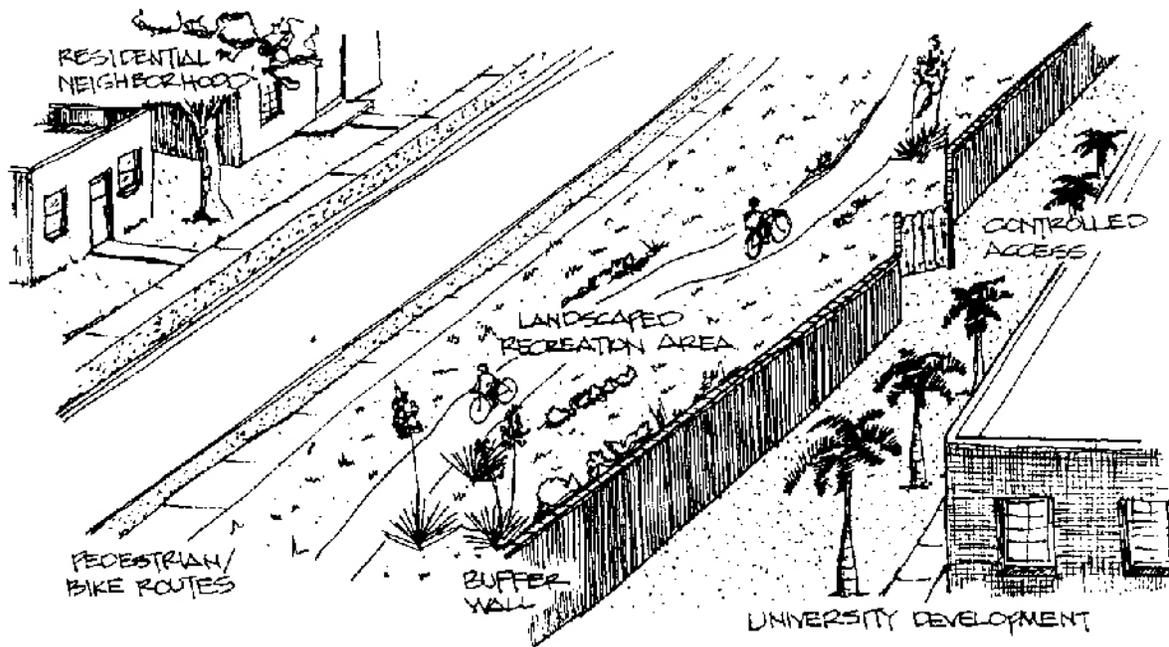


Figure 1: Perimeter greenbelt concept

SECTION 8: GENERAL DESIGN GUIDELINES

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

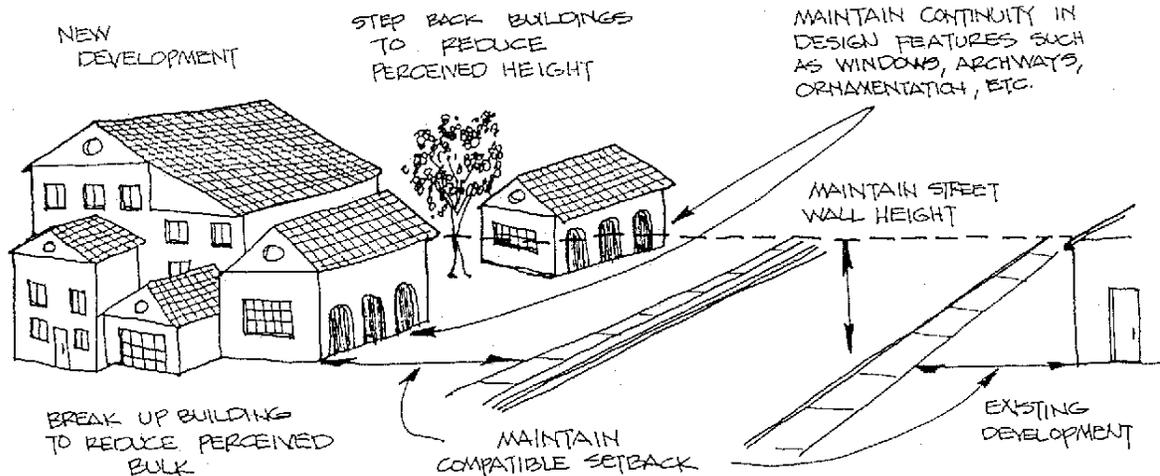


Figure 2: Elements of compatible scale and character

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

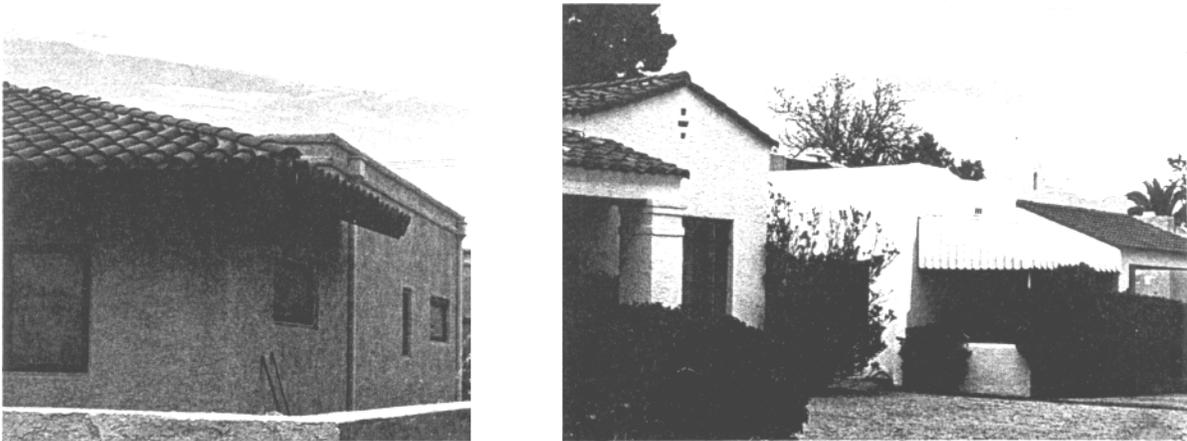


Figure 3: New residential infill development (left) reflects the predominant land use and architectural style of the surrounding neighborhood (right).

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

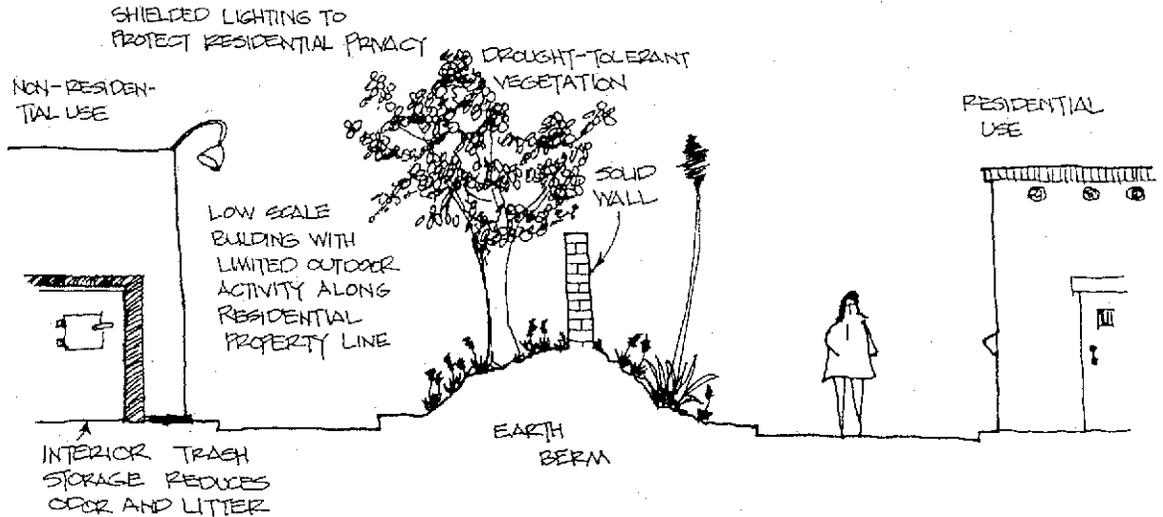


Figure 4: Appropriate buffering techniques

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

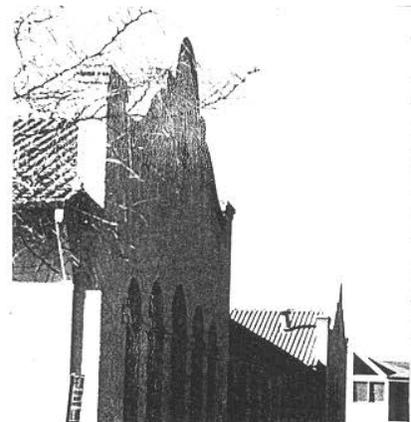
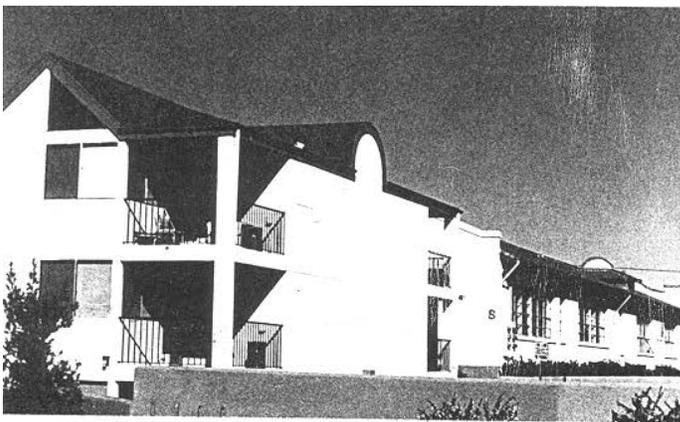


Figure 5: New apartment development (left) was designed to reflect the architectural character of the historic University Heights School (right).

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

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

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



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

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

Additional Guidelines for multi-family and nonresidential development:

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

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

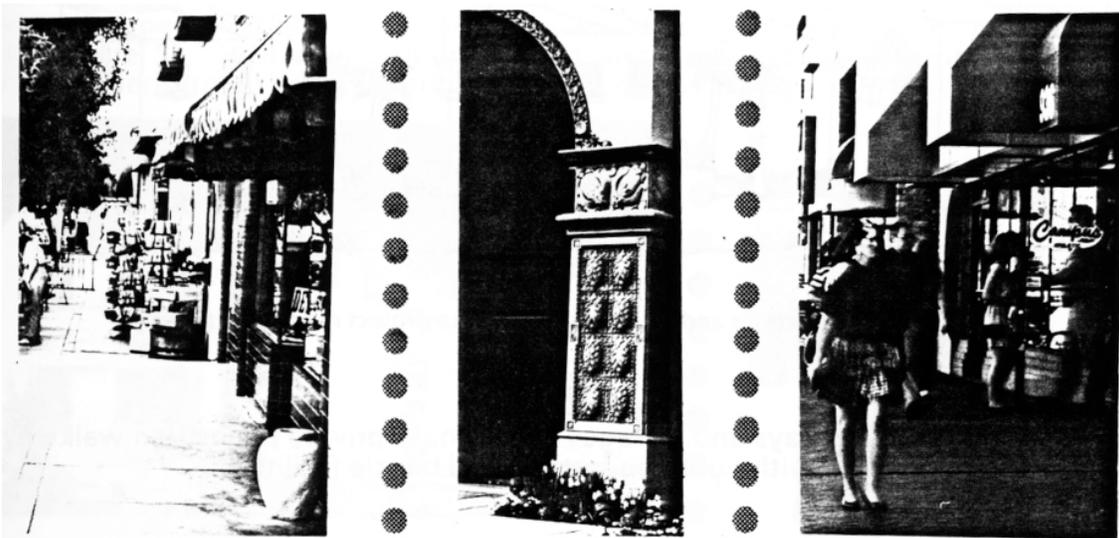


Figure 7: Fine-grained architectural treatment and a concentration of pedestrian-oriented activity at the street level serve to enhance streetscape and neighborhood vitality.

SECTION 9: DEFENSIBLE SPACE GUIDELINES

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

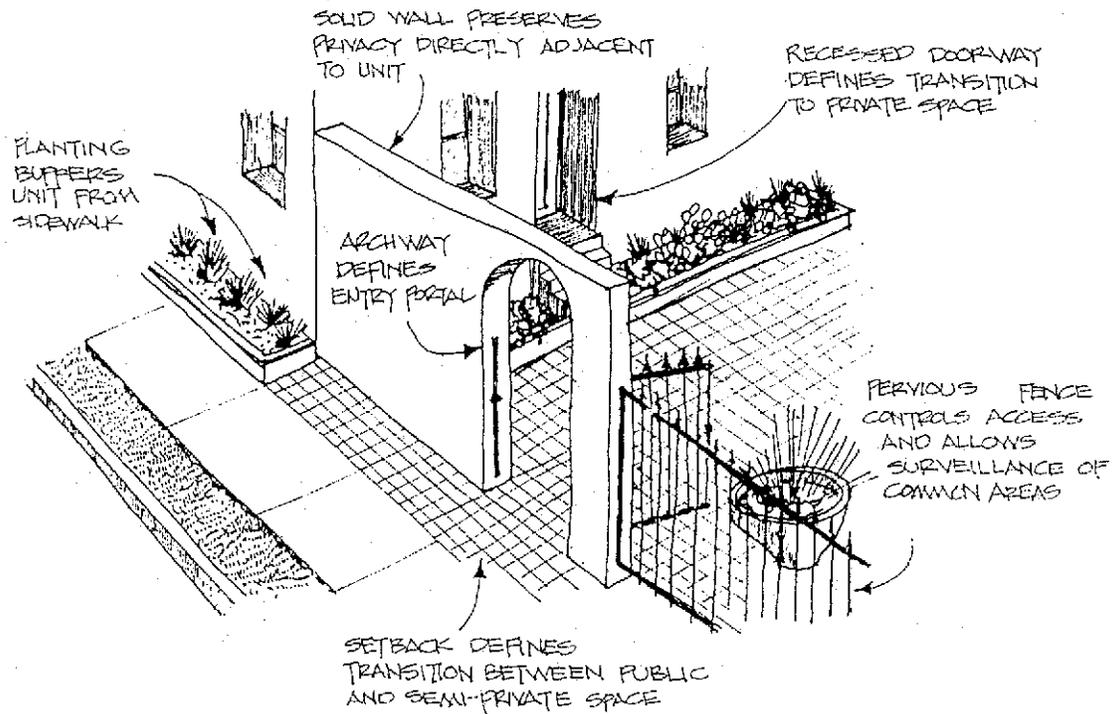


Figure 8: Territorial design methods

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

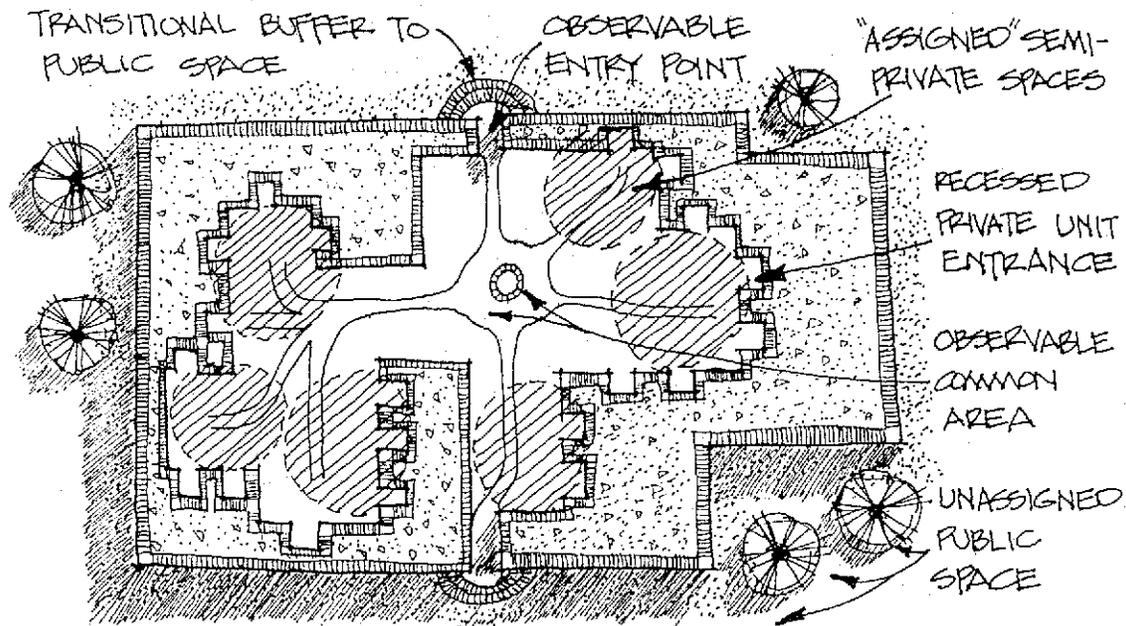


Figure 9: Utilize design techniques to “assign” open space to a specific cluster of units.

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

SECTION 10: DEFINITIONS

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

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

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

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

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

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

(December 13, 2011, Resolution 21835, deleted definition of Commuter Arterial Street)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(December 13, 2011, Resolution 21835, changed name of 'Residential Cluster Project' to 'Flexible Lot Development Option', and changed 'Zoning Code' to 'Land Use Code')

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

General Plan (City of Tucson): Regional plan and physical development guide for Tucson, adopted by the Mayor and City Council in 1979. The policies of the *General Plan* offer a framework for the development of more specific plans to guide land use, transportation, and housing in the City of Tucson. The General Plan referred to in this document was adopted on August 6, 2001.

(December 13, 2011, Resolution 21835, added last sentence to the definition above)

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

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

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

Pedestrian District: Concentrated area of mixed-use development in which pedestrian-oriented activities are facilitated and encouraged, while auto circulation and parking is generally restricted. (see Map 4)

(December 13, 2011, Resolution 21835, changed 'Pedestrian Commercial District' to 'Pedestrian District' and modified definition)

Regional Activity Center: (see Activity Center)

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

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

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

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

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

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

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

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

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

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

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

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

(December 13, 2011, Resolution 21835, added definition of West University Transition Area, and deleted University Area Public Agency Resource Directory)