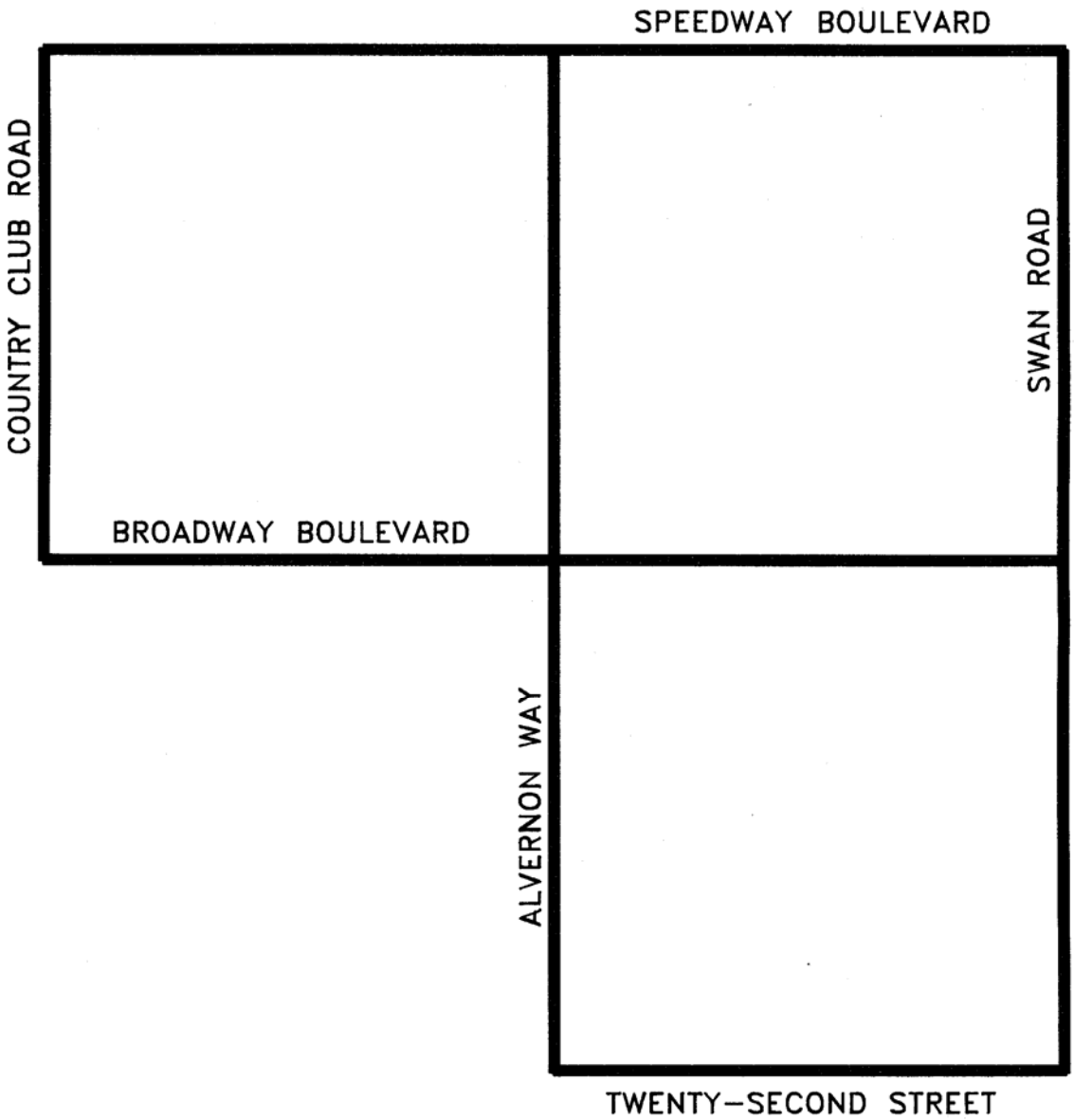

ALVERNON-BROADWAY AREA PLAN

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

last updated June 2007

planning department
CITY OF TUCSON, ARIZONA

ALVERNON-BROADWAY AREA PLAN

Prepared by the City of Tucson Planning Department
February, 1995

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ALVERNON - BROADWAY AREA PLAN

CITY OF TUCSON
PLANNING DEPARTMENT

FEBRUARY 1995

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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 22nd 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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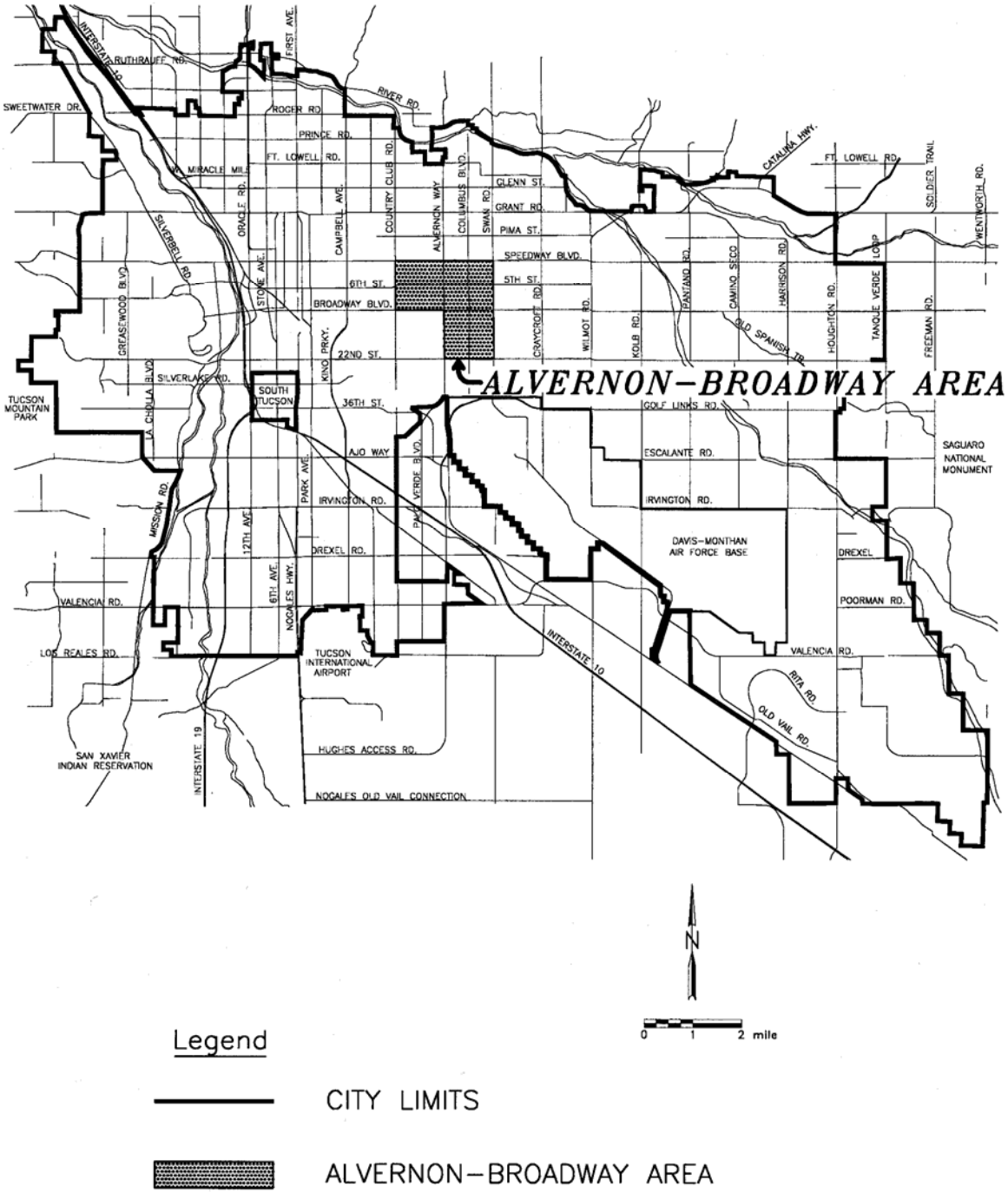
ALVERNON-BROADWAY AREA PLAN
LOCATION MAP



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

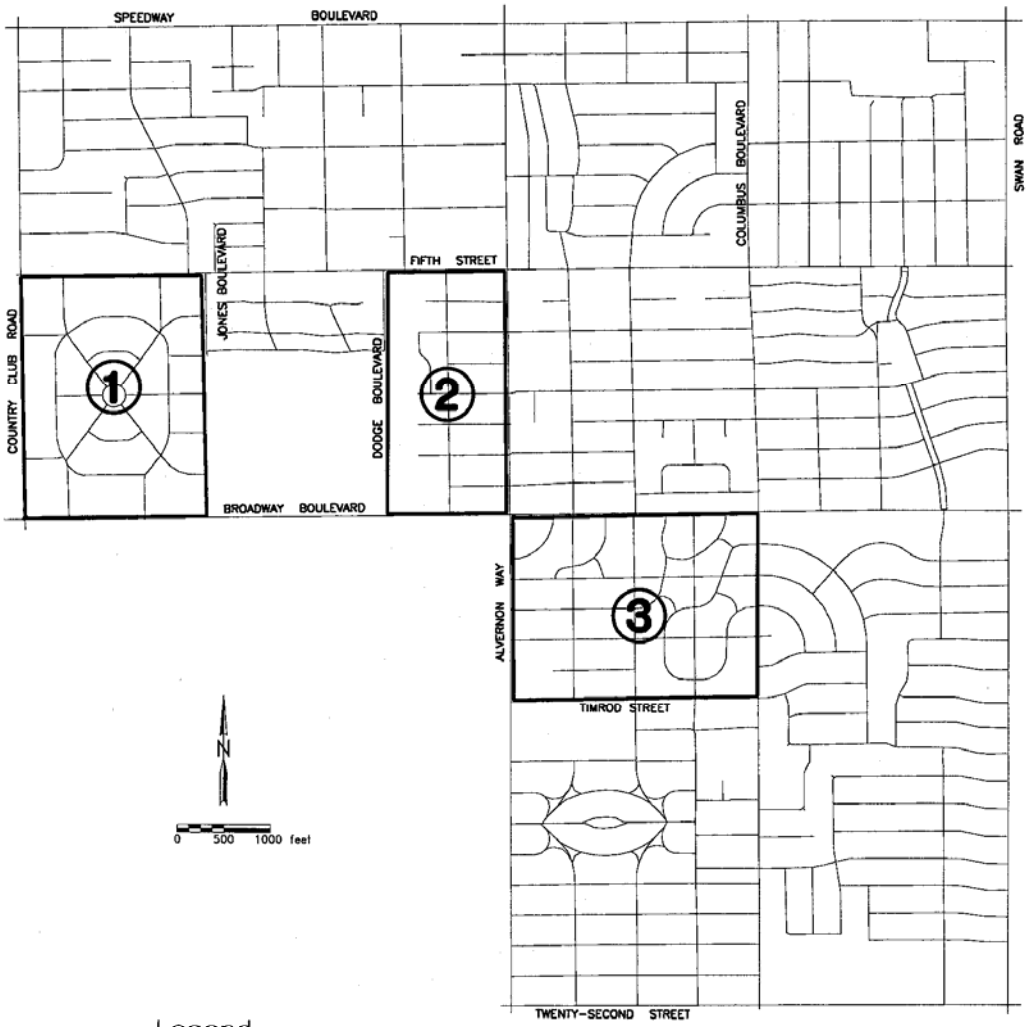
In the Alvernon-Broadway Area, the predominant land use is low-density, single-family residential that is located within the interior of neighborhoods and along many of the major streets. Offices, commercial, and high-density residential land uses are primarily located along the major streets. The area 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

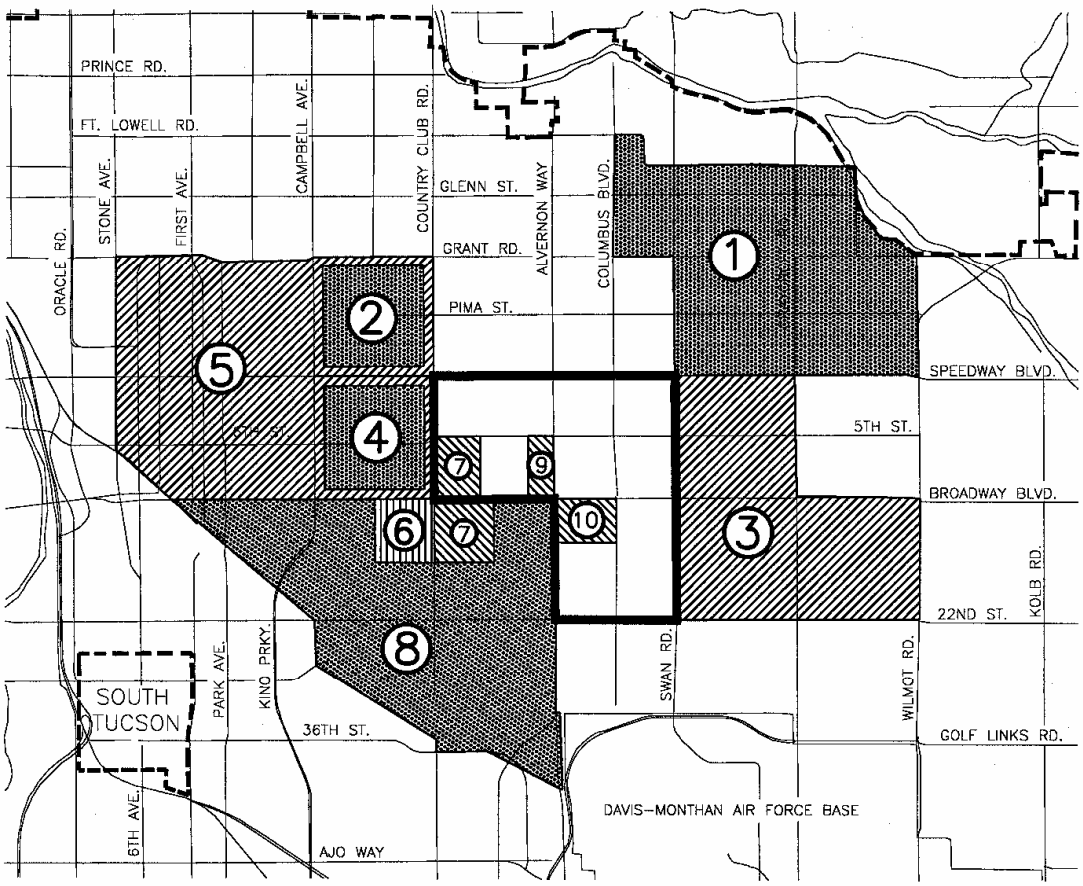
There are nine neighborhood associations in the *Area Plan* that are registered with the City of Tucson's Citizen Participation Office. These are Miramonte, San Clemente, Perrine Addition, Peter Howell, El Montevideo, Broadway Manor, San Gabriel, Palomar, and El Encanto (see Registered Neighborhood Associations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

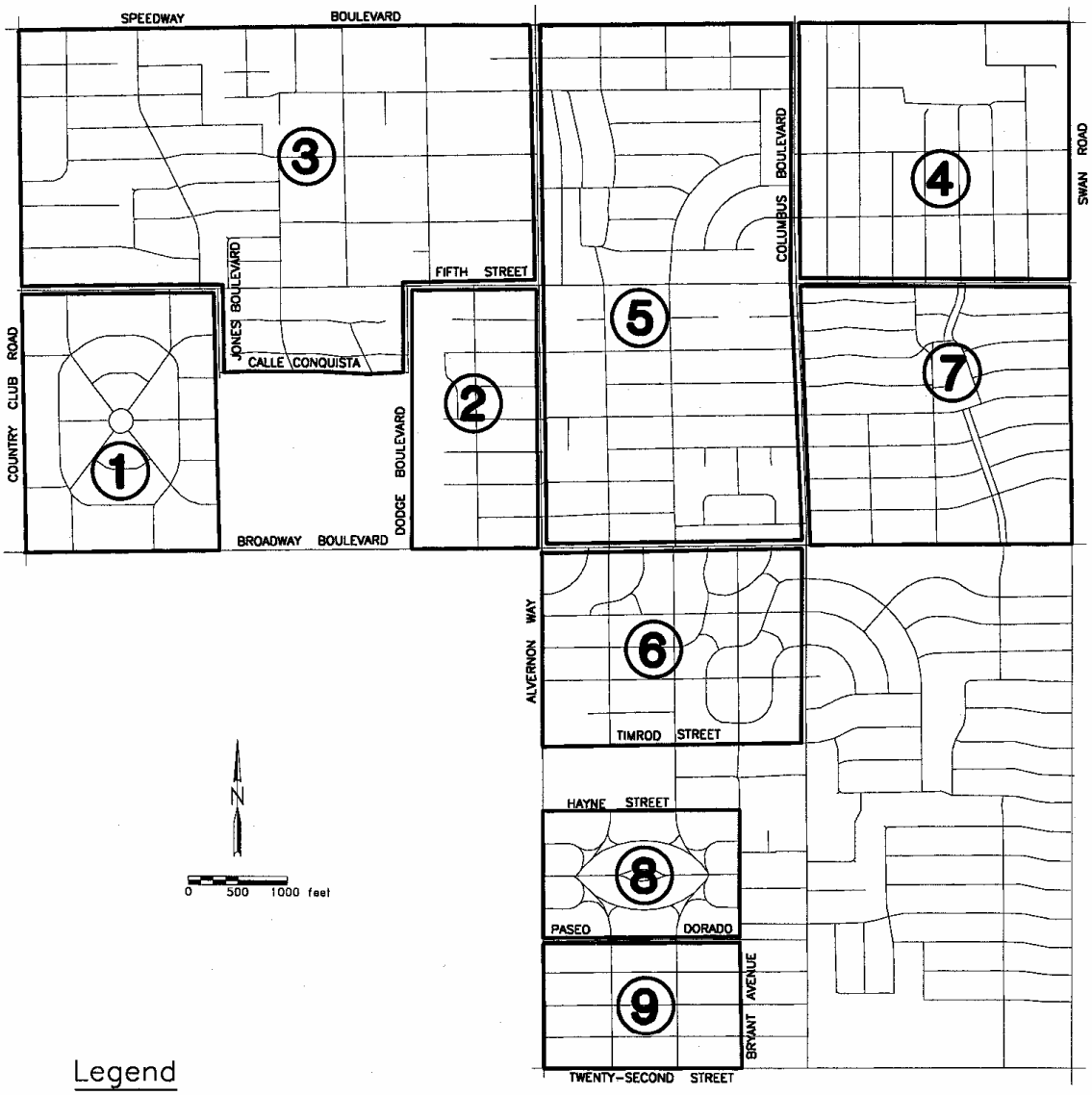
- ALVERNON/BROADWAY AREA
- ① ARCADIA–ALAMO AREA PLAN – 1992
- ② BLENMAN–VISTA NEIGHBORHOOD PLAN – 1986
- ③ BROADWAY–CRAYCROFT AREA PLAN – 1988
- ④ SAM HUGHES NEIGHBORHOOD PLAN – 1985
- ⑤ UNIVERSITY AREA PLAN – 1989
- ⑥ BROADMOOR–BROADWAY VILLAGE NEIGHBORHOOD PLAN – 1988
- ⑦ EL ENCANTO–COLONIA SOLANA 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

N

0 .5 1 mile

City of Tucson Planning Department

ALVERNON-BROADWAY AREA PLAN
REGISTERED NEIGHBORHOOD ASSOCIATIONS



Legend

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

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.

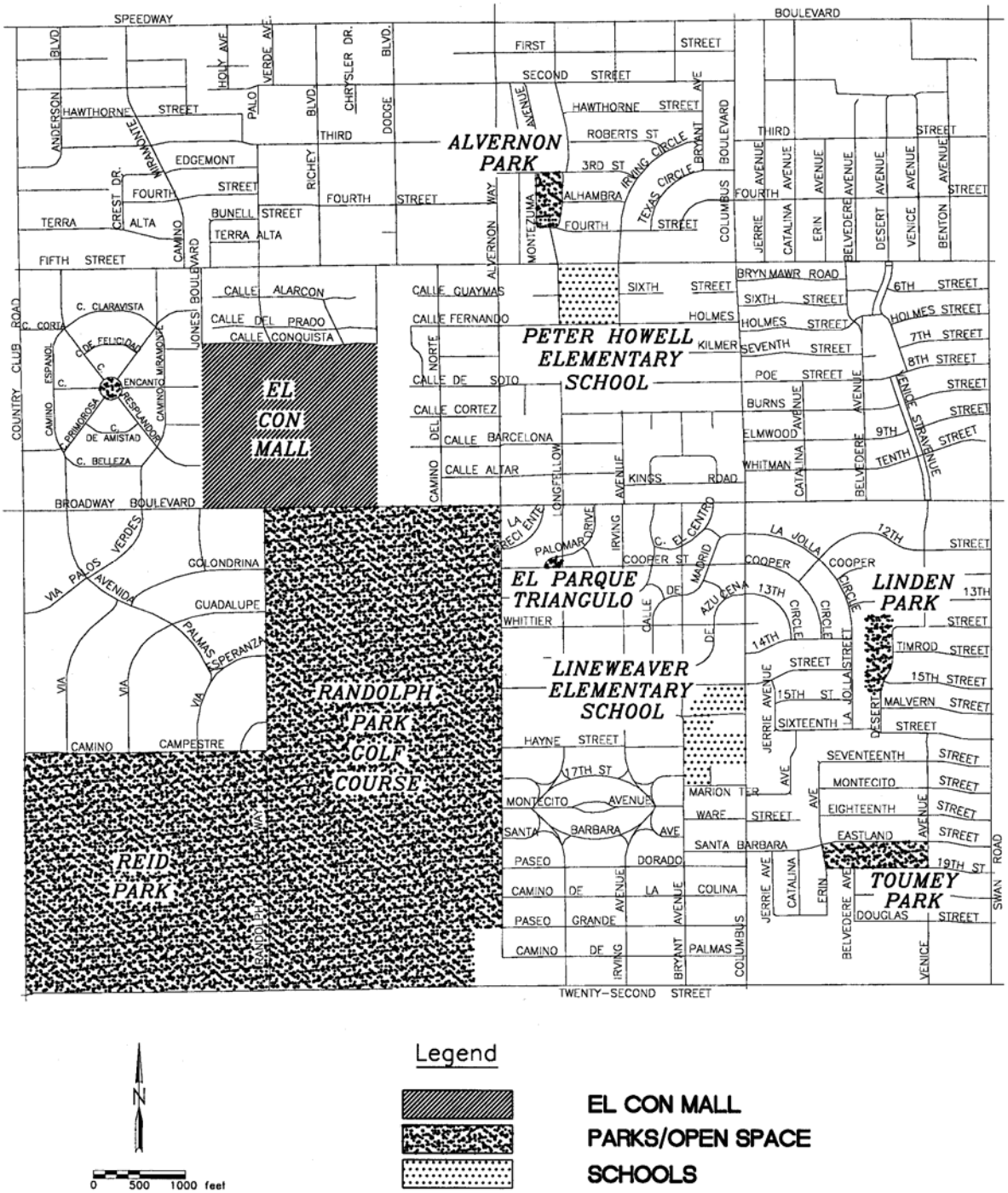
* **Collector Street:** a roadway designated in the Major Streets and Routes Plan that funnels traffic from an area or neighborhood to the nearest arterial street.

* **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



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).

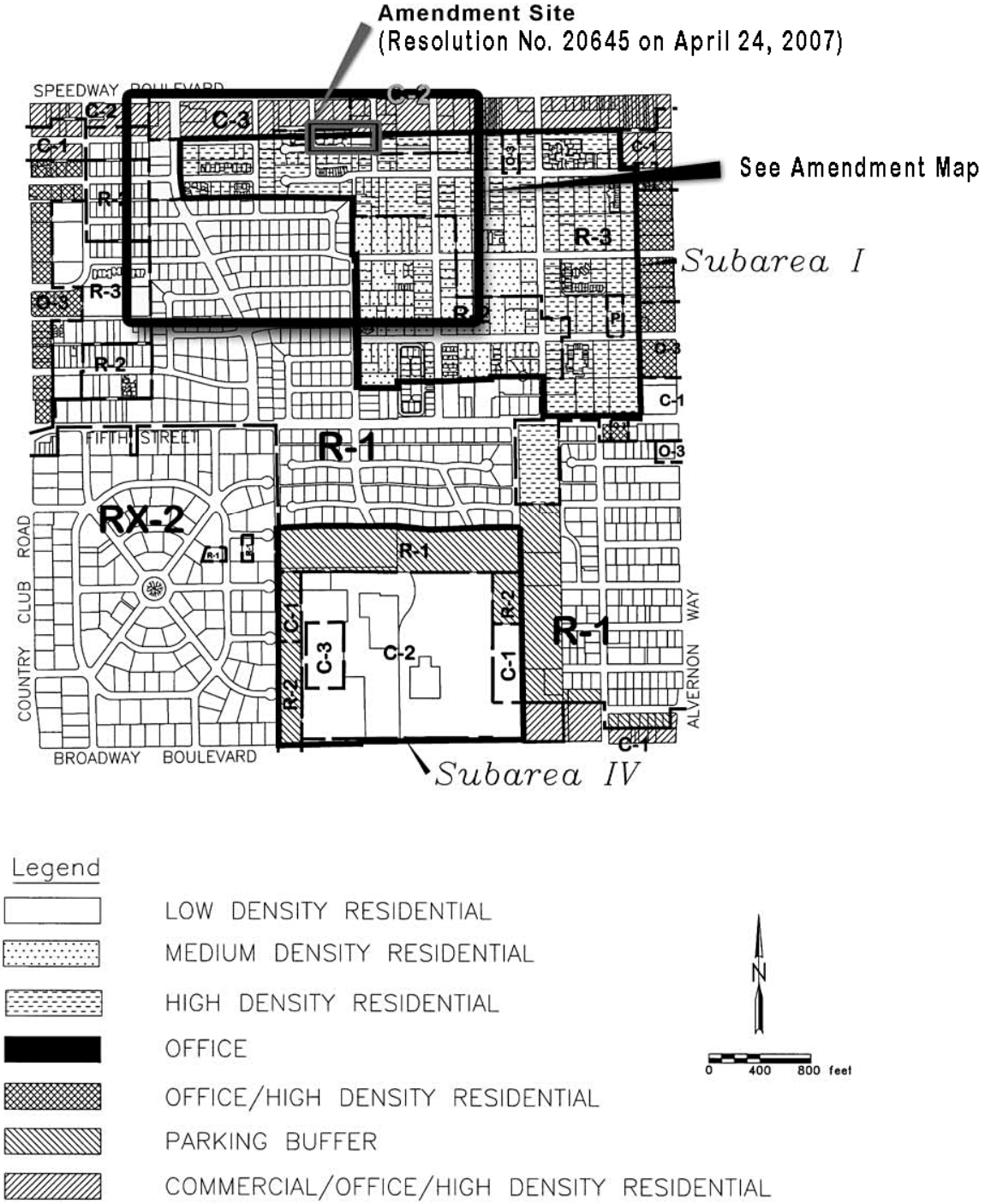
Policy 4: Subarea 4: Maintain the El Con Mall as a mixed-use activity node (see Transportation Policy 8.)

a. An appropriate mix of land uses, under existing zoning, should provide regional services to the community.

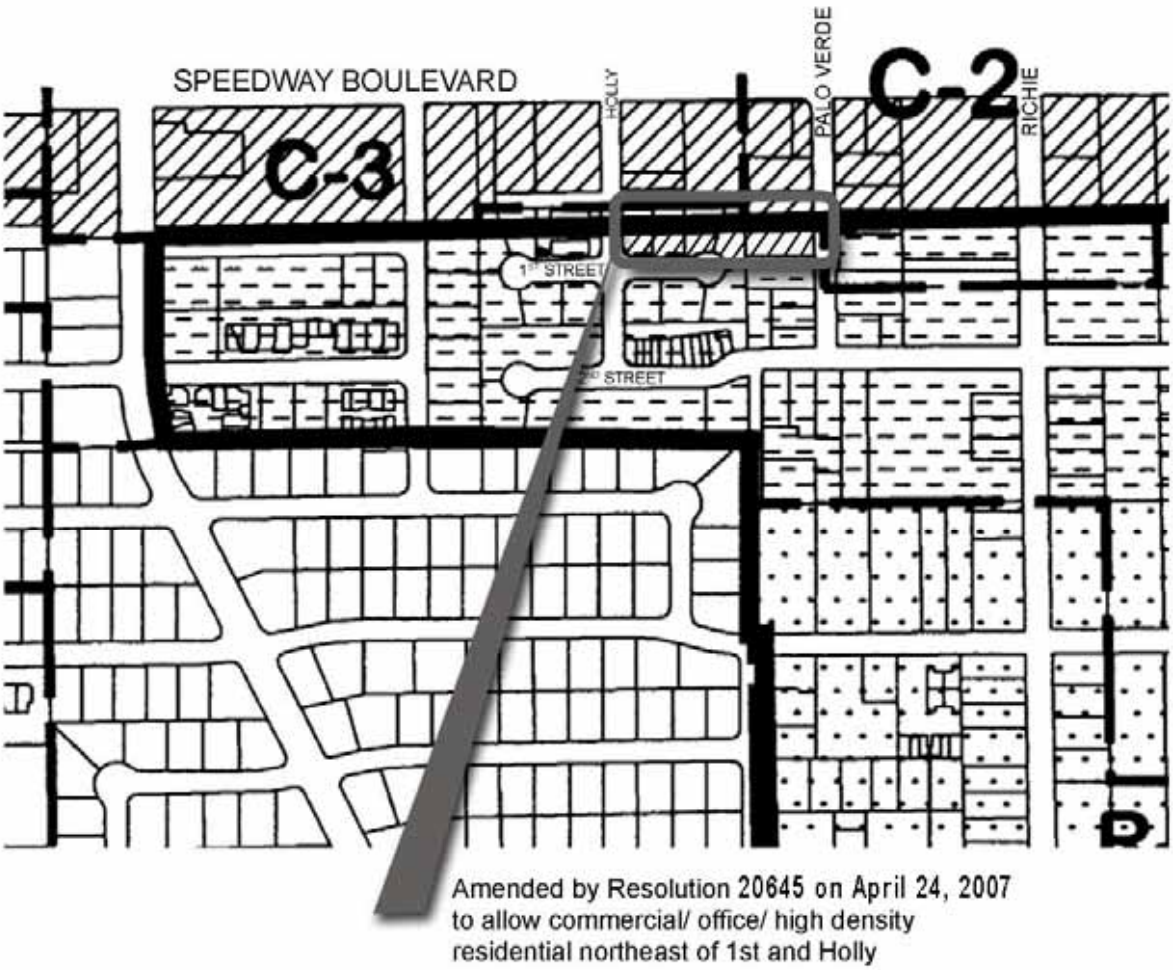
b. Commercial activities, other than parking, are restricted to commercially-zoned areas as indicated on the Conceptual Land Use Map.

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



ALVERNON-BROADWAY AREA PLAN
CONCEPTUAL LAND USE, AMENDMENT MAP



Legend

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

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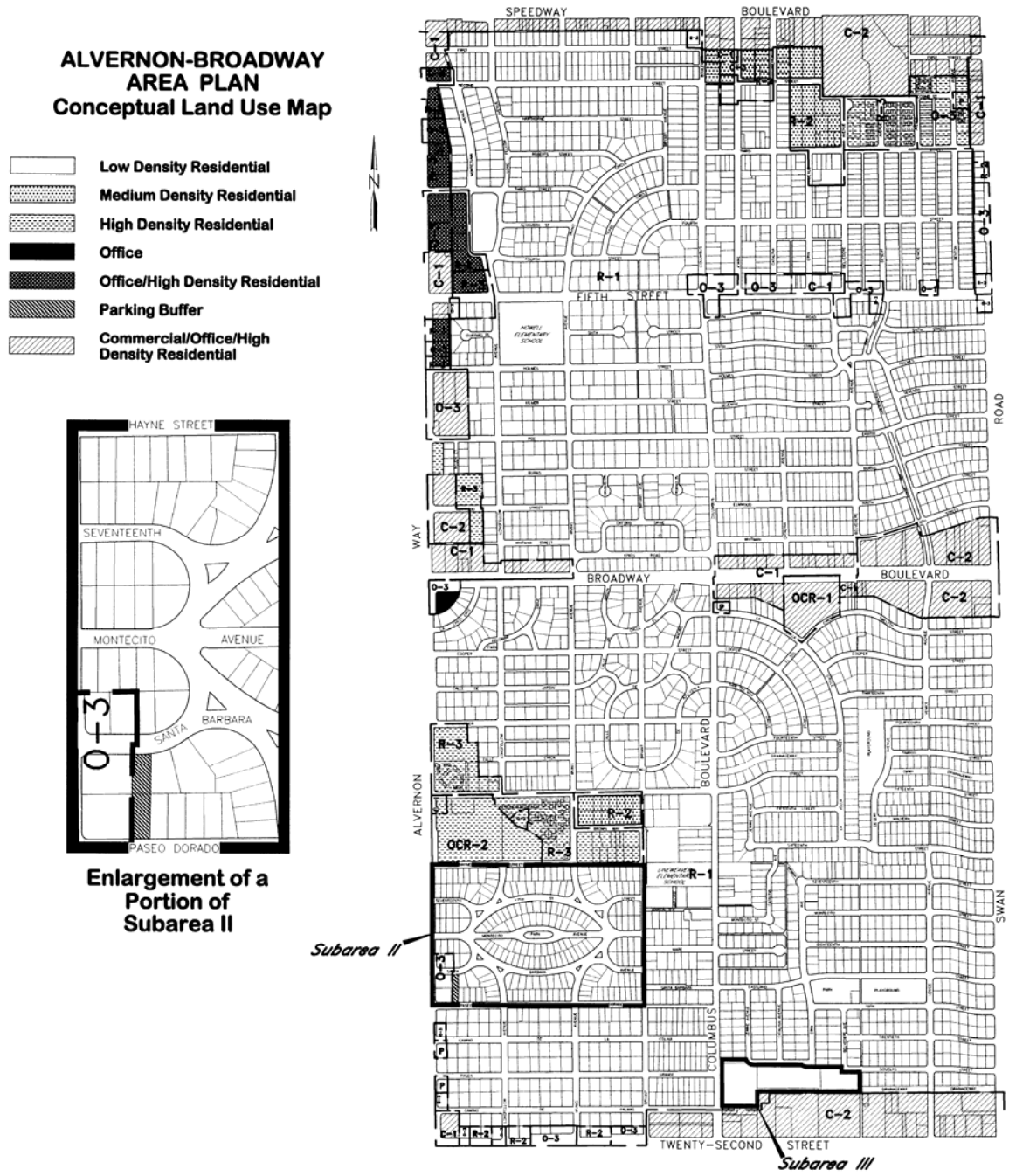

August 3, 1998, Resolution #18096, ABAP added Residential Policy 4.d.

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.

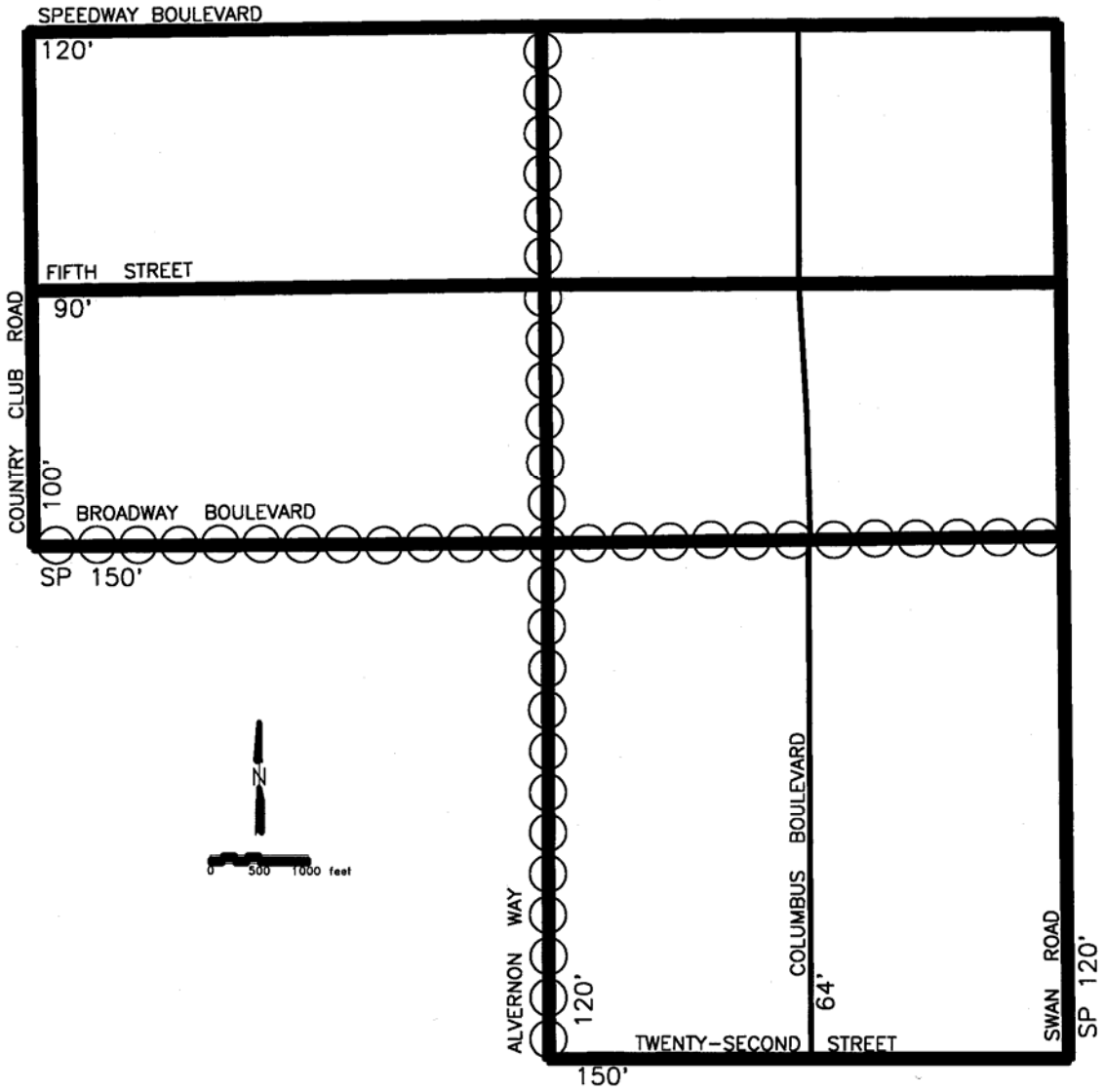
    b. Utilize amenities and distinctive elements that extend the private space of individual units into landings and corridors.

    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



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ARTERIAL STREET

COLLECTOR STREET

GATEWAY ROUTE

150' 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.

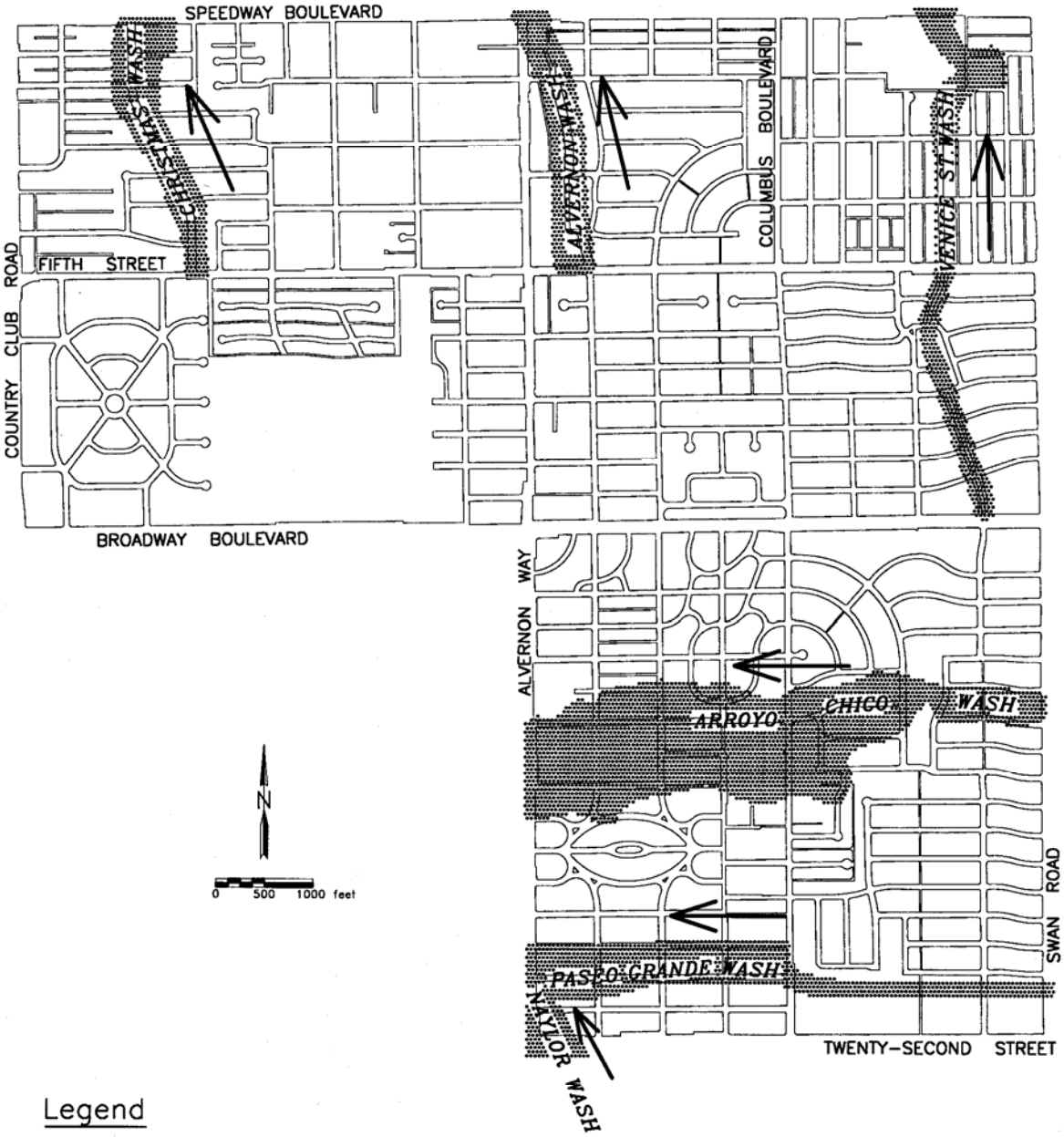
Stormwater Control Background: The Alvernon-Broadway Plan Area is impacted by the floodplain of six watercourses: Christmas Wash, Alvernon Wash, Venice Wash, Arroyo Chico, Paseo Grande Wash, and Naylor Wash. (See the Drainage Map.) Over the years, the urbanization of the Tucson Basin has resulted in 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



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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