Tucson’s Transit and Infill Strategies
Transit-oriented Development Principles

Spatial Extent
- walkable
- 5-minute walk
- 1/4 mile distance

Mix of uses
- Pedestrian street design

TOD Area size
- 125 acres
- 30 acres
- corridor approach
Policy Direction

- General Plan
- Infill Study 2006
- Water Study – Address Infill Barriers
- Sustainable Code – Address Infill Barriers
- Refining infill policy decisions.
Local Debate on Infill Development

• Infill vs Preservation
  university/downtown centers
  historic neighborhoods
  loss of community character

• Student Housing
  height/privacy
  mini-dorms
  behavior
  university supply/demand

• Demolition of historic neighborhoods

• Role of Parking

• Development review barriers
  government culture of no sprawl-oriented regulations
1905 Streetcar comes to Tucson
Old Urbanism - Development-Oriented Transit

- **Circa 1920’s**
  - regional shopping area
  - center of government

- **Multi-modal setting**
  - bicycles
  - cars
  - streetcar
  - sidewalks

- **Street design**
  - narrow sidewalks
  - wider streets
  - shade structures north side
  - lacking landscaping

- **Land uses**
  - major shopping area
  - residential uses
Streetcar at the U of A
Conceptual Streetcar Stop
Infill Strategies and Issues

- 2006 Infill Incentive District (IID) – set boundaries;
- 2009 IID – Administrative flexible standards adopted;
- 2010 IID – Downtown Core and Greater sub-districts – established;
- 2010 Urban Overlay District (UOD) enabling ordinance adopted;
- 2012 – Main Gate District, Downtown Links District
- 2012 – Streetcar Land Use Plan
Downtown Infill Zones

Downtown Infill Incentive District (IID)

- Derived from State Statutes;
- Two sub-districts;
- Modification of development standard process;
- Modified parking loading, landscaping, dimensions;
- Streetscape and Transition plans required;
- Only allowed for infill uses currently allowed in the zones.
Main Gate District

- East - UA on east,
- West - West University historic Neighborhood on west
- Center - University Blvd commercial area
- Center - Marriott Hotel, two parking garages, Arizona Hist. Society Museum
- Southeast corner - UA student housing on 6th St.
- North - Small business Speedway/Park area
Main Gate District Goals

- Create an urban neighborhood with multi-modal options
- Design by using the best practices and for pedestrian comfort
- Encourage a mix of uses
- Encourage preservation and restoration of historic buildings whenever possible
- Create a streamlined development process for transit-oriented development.
Building Massing Plan
- Adopted December 13, 2011

Looking southeast from Speedway Blvd.
Building Height Map

Key
- Main Gate District Boundary
- Height to remain, as per underlying zoning:
  - 4 stories, not to exceed 56 feet
  - 6 stories, not to exceed 84 feet
  - 8 stories, not to exceed 96 feet
  - 10 stories, not to exceed 120 feet
  - 12 stories, not to exceed 144 feet
  - 13 stories, not to exceed 148 feet
  - 14 stories, not to exceed 159 feet
- Streetcar Line
- Streetcar Station

NORTH Not to Scale
Main Gate District Massing
Height & Mass Transition

Total Building Stories and Height not to exceed:

- See Section C-18 (Historic Preservation)
- 6 stories, not to exceed 84 feet (* See Section C-18 Historic Preservation)
- 8 stories, not to exceed 96 feet
- 10 stories, not to exceed 120 feet
- 12 stories, not to exceed 144 feet
- 13 stories, not to exceed 148 feet
- 14 stories, not to exceed 159 feet
2 Speedway Blvd / Park Ave View

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Historic Preservation and the Main Gate District

- Restored building using the MGD has several incentives
- May use non-residential uses
- Have flexible development standards
- Reduced development review fees
- New development retains historic overlay designation
- An enhanced HPZ demolition process with more public input
Transit-Oriented Uses

Plan amendment encourages transit-oriented uses.
Examples:
Theater
Micro breweries
Multi-family
Office
Retail
Multi-Use
Lodging
Educational uses
Administrative and professional offices
Instructional school
Merchandise sales
Building Design Requirements

- Building permeability - 1st floor of building should have a significant portion of the façade with windows that allow activity within to be visible to passers by.
- Visible/Identifiable entrances from the street
- Setbacks - Building designed to be adjacent to the sidewalk.

Height and Mass Transition – stair stepping back and breaking up the mass to reduce height impacts
Lessons Being Learned

- Developing an infill policy will involve debates about height, process, neighborhood character
- First set of developers are focusing on student housing
- Historic preservation and transit-oriented development can work together but the details are debatable
- Infill strategy is influenced by energy and water conservation as well as climate change policy
- Infill will require coordination with aging infrastructure
- Streetcar Land Use Plan will attempt to address barriers and gaps along the route.