

BLENMAN VISTA NEIGHBORHOOD PLAN COVER

BLENMAN VISTA NEIGHBORHOOD PLAN

CITY OF TUCSON PLANNING DEPARTMENT

OCTOBER 1986

Adopted by Resolution No. 13826

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BLNMAN VISTA NEIGHBORHOOD PLAN

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BLENMAN VISTA NEIGHBORHOOD PLAN

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BLENMAN VISTA NEIGHBORHOOD PLAN

NEIGHBORHOOD STATEMENT

The residents of Blenman-Vista Neighborhood are content with the present land use of the area and its makeup; therefore, we do not desire, nor are we suggesting any particular proposed land use changes for the future. Our foremost goal is to maintain the present viable low-density character of one of Tucson's most outstanding inner-city neighborhoods.

We do understand, however, the likelihood of requests for rezoning and redevelopment of various areas of our neighborhood. At the time of those requests, through our Plan Administration Goal, we expect developers to consult with our neighborhood associations to ensure that all new development is integrated into our neighborhood and that it is compatible with the existing aesthetic values of the surrounding environment.

BLENMAN-VISTA NEIGHBORHOOD
PLAN COMMITTEE

INTRODUCTION

PLAN AREA

The Blenman Vista plan encompasses the square-mile area bounded by Speedway Boulevard on the south, Campbell Avenue on the west, Grant Road on the north, and Country Club Road on the east. Tucson Boulevard and Elm Street divide the square-mile area into four quadrants (Figure 1).

Blenman Vista is centrally located in close proximity to the University of Arizona to the southwest, the University Medical Center to the west, and the El Con Shopping Mall to the southeast. The Arizona Inn and Potter Place have been identified as key landmarks by area residents.

NEIGHBORHOODS WITHIN THE PLAN AREA

The Blenman-Elm and Catalina Vista Neighborhood Associations represent distinct neighborhoods within the plan area. These neighborhoods were developed at different times and are characterized by different street patterns, types of residential uses, lots sizes, and lot configurations.

The Blenman-Elm Neighborhood Association, which was formed and incorporated in 1983, represents the southern half and northeast quadrant of the square-mile and the northern side of Elm Street between Campbell Avenue and Tucson Boulevard (Figure 2). The southern half of the neighborhood is laid out in a grid pattern resulting from subdivisions that occurred in the mid-1920s and early 1930s. Land uses in this part of the neighborhood are primarily low-density, single-family uses, with medium-density residential uses occurring north of Adams Street between Tucson Boulevard and Country Club Road. Blenman Elementary School and three churches are located within this neighborhood area. Office and commercial uses occur along the Speedway Boulevard frontage and at the intersections of Elm Street and Tucson Boulevard and Elm Street and Country Club Road.

BLENMAN VISTA NEIGHBORHOOD PLAN AREA LOCATION MAP

BLENMAN VISTA NEIGHBORHOOD PLAN
NEIGHBORHOOD ASSOCIATIONS MAP

Blenman Vista

The northeast portion of the Blenman-Elm neighborhood, north of Seneca Street, is patterned in a gridwork of larger blocks than in the southern half, with a variety of lot sizes. Land uses are a mix of low and medium residential uses with commercial and office activities on Grant and Country Club Roads. For descriptive purposes in the plan, this area is called the Seneca area of the Blenman-Elm neighborhood.

The Catalina Vista neighborhood covers the northwest quadrant of the square-mile plan area (Figure 2). It is characterized by a distinctive, curvilinear street pattern, with relatively limited access from the perimeter major streets. Palm tree-lined medians and Tahoe neighborhood park provide landscaped open space in the neighborhood. Desert landscaping on frontage road medians adds to the neighborhood character. The neighborhood, which was subdivided in 1940, is almost entirely low-density, single-family residences on larger-sized lots. Small commercial centers are located at the southeast corner of Campbell Avenue and Grant Road and the southwest corner of Grant Road and Tucson Boulevard. The area is represented by the Catalina Vista Neighborhood Association, which was incorporated in 1986.

The character of Elm Street between Campbell Avenue and Tucson Boulevard has been identified as an important feature by both neighborhoods, and as a result, the boundaries of the two associations overlap on the north side of this section of Elm Street (see Figure 2). One of the key issues that effected this situation is the impact of through traffic and traffic control measures along Elm Street in the plan area (see Transportation and Flood Control Section).

RELATED PLANS

The City of Tucson 1979 *General Plan* provides policy guidelines for future land use development in the City. The *Blenman Vista Neighborhood Plan* is consistent with the policies of the *General Plan*. It calls for preserving the character of established neighborhoods by requiring that proposed changes be in harmony with adjacent land uses and in exercising care in the design and location of multifamily and non-residential developments within proximity of established single-family neighborhoods (Policy 6.B). The *General Plan* also discourages strip commercial development by requiring design review of new non-residential developments to ensure integration with adjacent uses (Policy 7.B).

The western half of the Blenman Vista area is addressed by the *University District Plan* which was adopted in 1980 (see Figure 1). The goal of this plan is to maintain the neighborhoods in the University area as healthy residential areas. It specifically states that "No major changes are encouraged in the type or intensity of existing uses in those stable residential areas east of Campbell Avenue." The plan encourages medical or professional offices along Speedway Boulevard, between Campbell Avenue and Tucson Boulevard, that are designed in a manner sensitive to the adjacent residential uses. The policies of the *Blenman Vista Neighborhood Plan* are designed to be consistent with the *University District Plan*.

The *Sam Hughes Neighborhood Plan* area is adjacent to Blenman Vista, south of Speedway Boulevard (see Figure 1). The *Sam Hughes Neighborhood Plan* was adopted in 1985 and calls for a mix of office and commercial uses along Speedway and Broadway and office uses along Sixth Street at Campbell Avenue and Tucson Boulevard. The existing mix of residential uses is proposed to remain along Country Club Road. The portion of the Sam Hughes Neighborhood Plan west of Tucson Boulevard is also within the *University District Plan* area.

HISTORICAL BACKGROUND

The Blenman Vista plan area is one of Tucson's older residential areas, with many of the homes over or approaching the half-century mark in age.

Blenman Vista neighbors, with their well-maintained homes and grounds, appreciate the warmth and charm that an old, established environment provides. The area was developed long before the advent of tract homes, and the neighborhood has a unique architectural variety appreciated by all residents.

Two sites of particular historical interest are an area now known as Potter Place and the world-renowned Arizona Inn.

POTTER PLACE

Potter Place is located north of Elm Street between Campbell Avenue and Tucson Boulevard (see Figure 2). It is a portion of an original, 120-acre parcel purchased by J. B. Wheeler in 1906 for \$3,000. About 1910, Wheeler put in one of Tucson's early swimming pools.

In 1918, Philadelphian Leighton Kramer purchased this property plus an additional eighty acres. In 1924, he built an imposing house known as Rancho Santa Catalina. He also built a polo field immediately east of Campbell Avenue, with stands to hold one thousand spectators. In 1925, this area, then known as Kramer Place, was the location of the first La Fiesta de Los Vaqueros Rodeo, which continued to be held there until 1940. The stables also were used by the Arizona Inn to provide riding horses for their guests.

Mr. Kramer died in 1939, and the property was bought by Dickson Potter. Rancho Santa Catalina became a finishing school for young ladies in the seventh to twelfth grades, and the area became known as Potter Place. In 1953, it was sold to the Seton Hill Sisters of Charity and renamed Casa Seton. Kindergarten and music classes were held there. The sisters taught at Saints Peter and Paul School. In 1971, Jack Greenway became the new owner, and the house is now leased to the University of Arizona for use by graduate art students.

The entrance to Rancho Santa Catalina was at Olsen and Elm. The house on the north side of Elm Street was the gatekeeper's lodge, and the house behind it at Kramer and Sierra Vista was once the handsomely appointed stable building and tack room.

ARIZONA INN

Tucson's historic Arizona Inn is located on Elm Street between Wilson and Olsen Avenues (see Figure 2). Mrs. Isabella Greenway was the original owner and builder. Mrs. Greenway's plans were to provide individual, private spaces for a limited number of guests. The major construction took place in 1930-31, with the Inn opening for business in December of 1930. Aside from the addition of the swimming pool and tennis courts in 1937 and the guest house at the southeast corner of the property in 1945, the Inn has not changed substantially since the fall of 1931. It is still owned and operated by the Greenway family and continues to provide a distinctive atmosphere of the old southwest with a feeling of space and privacy.

PLANNING PROCESS

The Blenman Vista neighborhood planning process was initiated by the Blenman-Elm Neighborhood Association, as an outgrowth of a neighborhood survey that identified crime and traffic as critical issues. The initial response by residents to the survey was to organize improvement districts for sidewalks and street lighting in the Blenman-Elm neighborhood. This effort was superseded in January 1986 by an Association decision to develop a neighborhood plan that would provide a more comprehensive approach to dealing with neighborhood issues. The plan area was expanded from the Blenman-Elm Association boundaries to include the entire square-mile bounded by Grant, Country Club, Speedway, and Campbell.

The Blenman Vista Plan Committee, with the assistance of City of Tucson Planning Department staff, drafted the goals and policies of this plan. The committee was formed by the Blenman-Elm Neighborhood Association, with representatives from the Catalina Vista Neighborhood Association. The Blenman-Elm Association organized four public meetings to review the draft plan. The Catalina Vista Association also held an association meeting to discuss the draft plan.

PLAN GOAL

The goal of the Blenman Vista Neighborhood Plan is to protect the integrity of the neighborhoods in the square-mile. The plan establishes a framework that recognizes the present quality of the Blenman-Elm and Catalina Vista neighborhoods and includes criteria to guide new development in harmony with community-wide planning objectives.

HOW TO USE THE PLAN

To achieve this goal, the plan outlines specific goals, policies, and implementation actions for land use, plan administration, historic preservation, transportation, and neighborhood programs. In addition, a section on compatible design provides guidelines to ensure that new developments are designed in harmony with the existing neighborhoods. The mitigating techniques outlined in this section are meant to be used in conjunction with the land use policies.

The neighborhood plan will be used primarily for policy guidance in the rezoning and subdivision review processes.

Rezoning and development proposals in the Blenman Vista plan area must be evaluated on the basis of all plan policies and recommendations. No section of the plan stands alone. The policies are designed to complement one another and to create a comprehensive approach to land use planning for the Blenman Vista neighborhoods.

DEFINITIONS

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

ARCHITECTURAL ELEMENTS: any structure, including freestanding walls and buildings, or design elements, such as fountains or archways.

ARTERIAL STREET: a high level traffic artery designated in the *Major Streets & Routes Plan* that connects with other arterial streets, freeway interchanges, or bridges to provide travel continuity through the City. Arterial streets serve or are designed to serve at least 12,000 vehicles per day.

BUFFERING: the use of design elements, such as masonry walls, berms, setbacks, landscaping, building height, and density transitions to mitigate the impact of more intense development on less intense uses.

CAPITAL IMPROVEMENT PROGRAM (CIP): five-year budgeted expenditures of city funds on public works projects (updated annually).

CITIZEN PARTICIPATION OFFICE: City office which registers neighborhood associations and maintains files on current officers or association representatives.

CITIZENS ADVISORY PLANNING COMMITTEE (CAPC): a 13-member citizens committee appointed by Mayor and Council to advise Mayor and Council on planning matters. CAPC holds public hearings on neighborhood plans for the purpose of securing citizen input and comment.

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. Collector streets are usually shorter in length, lower in projected traffic volumes (from 3,000 to 12,000), and have fewer lanes than arterial streets.

COMPATIBLE DEVELOPMENT: development that proposes appropriate use or design characteristics which permit it to be located adjacent to, without adversely affecting, other land uses.

COMMUNITY DESIGN REVIEW COMMITTEE (CDRC): a technical advisory committee to the Hearing Examiner, City Manager, and the Mayor and Council. The committee provides information and consultation services to individuals who desire to develop land within the City of Tucson. Membership includes representatives from City departments and non-City public agencies.

DEFENSIBLE SPACE CONCEPTS: any physical design features which create a sense of ownership or territoriality of common areas and which allow viewing of public areas within residential, business, and industrial developments. Site design features include barriers (such as fences, walls, electronic security, steps or changes in ground level), lighting, and building placement to subdivide ground areas which can be associated with particular groups of

residents or tenants. Visibility as a defensible space concept is intended to allow surveillance of playgrounds, parking lots, landscaped areas, and other exterior spaces. Visibility may be enhanced by the strategic positioning of windows, stairwells, and low growing landscaping, and possibly by visual breaks in continuous screens.

DENSITY: number of dwelling units per acre.

LOW DENSITY: densities up through 6 units per acre, primarily single-family detached residences, but including attached units such as duplexes and townhouses designed as Planned Unit Developments (see below).

MEDIUM DENSITY: densities 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, except if a Planned Unit Development is proposed (see below).

HIGH DENSITY: densities over 14 units per acre, including multi-family developments, such as townhouses, apartments, and condominiums.

DEVELOPMENT: physical construction of buildings on vacant property or reconstruction, remodeling, or additions to existing structures.

DROUGHT TOLERANT VEGETATION: low water use plants which, after they are established, can survive within the upper Sonoran Desert climate with little or no supplemental watering.

FOOTPRINT (of a building): location and configuration of any building on a site.

GATEWAY ROUTE: urbanized arterial or collector street that connects major activity and employment centers; usually streets which are undergoing both street improvements and land use development and are heavily traveled by residents and visitors alike. The intent of gateway designation is to upgrade the developed streetscape.

GENERAL PLAN: a regional policy document adopted by Mayor and Council to guide decision-making on such issues as land use, transportation, and housing.

GOVERNMENTAL AGENCIES: Federal, State, County, and City administrative and regulatory departments.

IMPROVEMENT DISTRICT: area in which property owners of more than 50 percent of linear frontage, by petition, request the City for improvements, such as sidewalks, lighting, curbs; costs are assessed to the benefiting properties based on a percentage of benefits received.

INSTITUTIONAL LAND USES: public and semi-public land uses, such as churches, schools, and universities.

INTEGRATED DEVELOPMENT: the physical and functional coordination of commercial developments to foster the sharing of parking areas, open spaces, and access points onto streets. Emphasis is placed on providing pedestrian access among businesses within commercial areas to decrease auto travel and promote "one-stop shopping."

LAND USE CODE: City of Tucson land use regulations.

LOCAL STREETS: a street which is not designated in the *Major Streets and Routes Plan*. Local streets usually have an average daily traffic of less than 2,500 vehicles.

MAJOR STREETS: arterial and collector streets designated in the City's *Major Streets and Routes Plan*.

NEIGHBORHOOD WATCH PROGRAM: program coordinated by the Tucson Police Department in which neighbors maintain watch for suspicious or criminal activities in their portion of a neighborhood.

PERSPECTIVE: technique of depicting spatial relationships on a flat surface.

PLANNED UNIT DEVELOPMENT (PUD): an integrally designed residential development, which can offer a diversity of housing types and densities, and which allows for greater design flexibility. A PUD is classified as having integrated and usable open space and can also incorporate non-residential uses within the project site.

REZONING: process by which property owners seek to change the zoning of their land to allow uses or densities not possible through existing zoning. Rezoning requests require public hearings before the Zoning Examiner. Mayor and Council make the final decision to grant or deny requests.

SCREENING: provision of a visual, auditory, or physical barrier. Screening could consist of berms, walls, fences, or dense hedges that create a substantially opaque surface that will grow to the required height within two growing seasons, or any combination of these materials. Visual breaks in non-required continuous screens may be appropriate to enhance visibility of public or common areas (see "Defensible Space Concepts").

SOUND BUFFER: the use of design elements such as landscaping and walls to mitigate the impacts of high noise uses on adjacent areas.

SQUEEZE DOWN: the narrowing of a street, usually at street corners, to provide shorter pedestrian crossing of the street and to discourage or slow down through traffic.

STRIP COMMERCIAL DEVELOPMENT: pattern of commercial development characterized by incremental additions of single-function businesses along a street frontage.

Such developments typically have separate access points and parking for each business, substandard lot sizes, and inadequate parking and on-site maneuvering space.

TRAFFIC CONTROL DEVICES: devices such as stop signs, stop lights, and yield signs that serve to control the movement of traffic.

TRAFFIC DIVERTERS: raised planters or other obstructions that serve to redirect traffic and redefine traffic patterns through the neighborhood.

UNDERSTORY: vegetation such as shrubs and groundcover that is planted below the tree canopy.

VIEW CORRIDOR: an unobstructed line of sight to mountain peaks from at least one point from adjacent development. Mountain views can be partially screened by vegetation.

LAND USE

The Blenman Vista plan area has a low-density residential character defined by a predominance of one-story, single-family structures. Although there is a mix of low-density and medium-density zoning in the area, developed land uses are generally less intense than permitted by medium-density (R-2) zoning. Multifamily uses are characterized by single-family homes with accessory guesthouses, single story bungalow courts, or small apartment structures of usually less than 10 units per acre. Residential land uses comprise 67 percent of the total area, with medium-density uses making up only 9 percent of the residential total.

Commercial and office activities, which comprise only 8 percent of the total area, occur primarily along Grant Road and Speedway Boulevard, with a node of these uses in the center of the square-mile at the intersection of Tucson Boulevard and Elm Street.

The following policies are intended to guide future land use development and to ensure the compatibility of new development with existing land uses. The policies recognize the low-density residential character of the plan area and the potential for impacts from new, higher intensity, residential development within the square-mile as well as commercial and office development along the major streets. The land use policies should be used in conjunction with the compatible design policies to ensure that new developments are designed in harmony with the existing neighborhood.

LAND USE GOAL: Create a safe and enjoyable living environment that maintains the residential, historical, and architectural elements of the Blenman-Elm and Catalina Vista neighborhoods.

RESIDENTIAL POLICY I: Preserve the residential integrity of the established neighborhoods.

IMPLEMENTATION:

- A. Retain low- to medium-residential densities as currently allowed by existing zoning.
- B. Require adequate buffering when locating higher density residential uses adjacent to existing, lower density residential uses (see Compatible Design Section).

- C. Limit high-density residential uses to those locations along arterial streets that are identified for commercial or office uses on the Office/Commercial Concept Map.
- D. Encourage continuation of residential uses along the edges of the Catalina Vista and Blenman-Elm neighborhoods especially where frontage roads, lots with access onto local streets, and/or other buffers exist (see Transportation Policy III).

RESIDENTIAL POLICY II: Encourage the compatibility of public and institutional land uses with the residential character of the neighborhoods.

IMPLEMENTATION:

- A. Require the City of Tucson to follow adopted plan policies and ordinances in City-owned developments in the area (see Compatible Design Section).
- B. Encourage other governmental agencies and institutional land uses to follow plan policies in any new development and/or expansion of existing uses and to contact affected neighborhood associations.

NON-RESIDENTIAL POLICY I: Encourage well-designed non-residential development in appropriate locations in the area.

IMPLEMENTATION:

- A. Limit new commercial and office developments to locations noted on the Office/Commercial Concept Map.
- B. Design new non-residential uses to be sensitive to existing adjacent residential areas (see Compatible Design Section).
- C. Consider the conversion of residential structures to office or commercial uses only when all of the following criteria apply:
 - 1. Structure fronts on an arterial street.
 - 2. Access is provided from an arterial street only.
 - 3. Parking and maneuvering requirements are met on-site.
 - 4. Residential appearance of the structure is maintained.
 - 5. Screening and buffering for adjacent residential uses or zones are provided on-site.

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6. Property is designated for office or commercial use on the Office/Commercial Concept Map.

D. Encourage the integration of the following design elements when locating new office/commercial development adjacent to other proposed or existing office/commercial uses:

1. Shared access.

2. Common parking and maneuvering areas.

3. Shared on-site circulation.

4. Shared refuse collection areas.

E. Encourage existing and redeveloped non-residential uses on Elm Street and Tucson Boulevard (as identified on the Office/Commercial Concept Map), to retain the low-density residential scale of the surrounding neighborhoods.

BLENMAN VISTA NEIGHBORHOOD PLAN
OFFICE/COMMERCIAL CONCEPT MAP

COMPATIBLE DESIGN

The Compatible Design policies have been developed to allow for new developments, while protecting and enhancing the character of the existing neighborhoods. The Blenman Vista plan area is characterized by older, single-family homes developed from the 1920s to 1950s. Neighborhood streetscapes reflect an eclectic array of architectural styles and a variety of mature vegetation.

The following Compatible Design policies are intended to help mitigate the potentially negative impacts of a more intense development abutting a lower density or less intense use and to ensure that new development does not contradict or adversely alter the neighborhood character. The policies should be used in conjunction with the proposed land use policies;

COMPATIBLE DESIGN GOAL: Ensure that new residential, office, and commercial developments are designed in a manner that is in harmony with existing adjacent land uses.

POLICY I: Design new developments to be compatible with existing adjacent land uses.

IMPLEMENTATION:

- A. Require a transition of building heights for new residential and non-residential development that is adjacent to existing, less intense uses.
- B. Require a transition of densities for new, higher density residential development adjacent to existing, lower density uses.
- C. When development involves higher intensity land uses, encourage the consolidation of parcels with common property lines to allow for adequate buffering of adjacent, less intense development.
- D. Locate balconies and windows in new developments so as to protect the privacy of adjacent residential uses.

- E. Encourage the use of drought-tolerant landscaping, including trees and understory vegetation that are proportional in scale with the building(s).
- F. If outdoor lighting is provided, require the use of lighting that is shielded or directed away from adjacent residential uses.
- G. Screen parking areas of more than four spaces from adjacent uses and from the street with decorative walls, earth berms, a dense screen of shrubs and canopy trees, or a combination of these design elements.
- H. Screen or enclose any outdoor storage areas or dumpsites from view of all streets and adjacent properties.
- I. Provide pedestrian walkways and bicycle paths in new developments that are integrated with public pedestrian and bicycle facilities.
- J. Encourage the blending of new developments with the existing character of the neighborhoods through the use of residentially scaled architectural details. Unbroken and structural and freestanding wall surfaces and heights should be discouraged.
- K. Encourage the siting of buildings to provide privacy, noise attenuation, and protection of view corridors for adjacent uses.
- L. Employ defensible space concepts in new residential and non-residential developments.
- M. Provide all required parking and vehicle maneuvering areas off-street.

PLAN ADMINISTRATION

The following policies are intended to identify the roles of the City of Tucson Citizen Participation Office and Planning Department, the developers, and of the neighborhood associations and representatives in the plan implementation process.

PLAN ADMINISTRATION GOAL: Ensure that all new development is integrated into the neighborhoods and is compatible with the aesthetic qualities of the surrounding environment.

POLICY I: Provide for citizen input in the plan implementation process.

IMPLEMENTATION:

- A. Require builders and developers of proposed projects within the plan area which require rezoning and/or Community Design Review Committee (CDRC) review to consult, in the early stages of their planning, with affected neighborhood associations registered with the City of Tucson Citizen Participation Office.
 - 1. Builders/developers shall notify the affected neighborhood association(s) and all property owners within 300 feet of the development site at least thirty (30) days prior to the tentative hearing date before the Zoning Examiner and thirty (30) days prior to submittal of plans to the C.D.R.C.
 - 2. Builders/developers shall present proposed projects to the affected neighborhood association(s) for review. The neighborhood association(s) request that the presentation include: a) a concept site plan of the building footprint, parking areas, and landscaping; b) visual materials, such as 35mm slides of the site, showing existing surroundings; and/or c) a rendering or three-dimensional representation, such as a model or perspective drawing, of the massing, materials, and colors of the proposed buildings.
 - 3. Builders/developers shall submit a written summary of their neighborhood participation efforts to the Planning Department at least five (5) days prior to the Zoning Examiner hearing and C.D.R.C. meeting.
- B. The City of Tucson shall continue to notify the affected neighborhood association(s) of rezoning requests and C.D.R.C. applications within the plan area.

- C. Require neighborhood associations within the plan area to continue maintaining up-to-date records of association representatives with the City Citizen Participation Office.
- D. Encourage the affected neighborhood association(s) to forward comments on proposed development projects to appropriate review bodies. Comments should be submitted as early as possible to ensure their attachment to Planning staff reports to the Zoning Examiner in rezoning cases and the Community Design Review Committee in development plan and subdivision cases.
- E. Require the City of Tucson governmental agencies to contact the affected neighborhood association(s) of pending improvement projects in the neighborhoods.
- F. Encourage other governmental agencies to contact all affected neighborhoods of proposed projects in the neighborhoods.

POLICY II: Provide for periodic review of the neighborhood plan.

IMPLEMENTATION

- A. Review the neighborhood plan after five years to determine if a major update is required.
- B. Revise the neighborhood plan, if necessary, through the City's plan amendment process.
- C. Consider the Blenman-Vista plan area in updates of the City's Capital Improvement Program (CIP) to provide public improvements in the area as appropriate.

HISTORIC PRESERVATION

The Blenman Vista plan area was subdivided primarily between 1925 and 1940. That many of the existing homes in the area originate from this period is a reflection of the neighborhood's stability. Two sites of particular historical interest are the Arizona Inn and the Potter Place estate.

The following policy is intended to encourage area residents to recognize the historical qualities of their neighborhoods and to encourage them to pursue avenues for preserving homes and sites of historic value.

HISTORIC PRESERVATION GOAL: Identify and encourage the preservation of historic homes and sites within the Blenman Vista plan area.

POLICY I: Recognize the historical character of the neighborhoods as dating from the period 1920-1950.

IMPLEMENTATION:

- A. Complete the application to the National Register of Historic Places for the Arizona Inn.
- B. Encourage residents to research information on the historical aspects of their homes. Request all residents having historical information to present it to the neighborhood associations for compilation.
- C. Encourage residents to pursue designation of the Arizona Inn and Potter Place as City Historic Landmarks.

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TRANSPORTATION AND FLOOD CONTROL

The City of Tucson's five-year Capital Improvement Program (CIP) includes the proposed widening of Speedway Boulevard from Euclid to Alvernon and Campbell Avenue from Grant Road to Elm Street to six lanes divided. The Regional Transportation Plan (RTP) lists Grant Road as a facility of regional significance" (key feature) and Country Club Road as a "principal arterial." Campbell Avenue is a designated Gateway Route in the City *Major Streets and Routes Plan*, which requires that new development provide landscaping along street frontages.

The Mayor and Council established direction for Elm Street in January 1985, by adding a traffic signal at Campbell and Elm, proposing additional stop signs on Elm Street and in the Catalina Vista and Blenman-Elm neighborhoods, retaining street parking on Elm, limiting the future right-of-way of Elm Street to 50 feet, and providing for the monitoring of these actions by City staff.

Although there are no defined washes in the Blenman Vista area, the square-mile is still subject to flood hazard. Urbanization has obliterated natural sheet flow areas in four watersheds that cross the plan area (see Figure 4). Storm run-off is currently concentrated in streets, such as Treat Avenue, Country club Road, Tucson Boulevard, Norton Avenue, and Wilson Avenue. Thus, potential drainage hazard during heavy storms (of greater than 50-year frequency) may be expected.

The following policies are intended to facilitate the coordination of proposed transportation improvements with neighborhood needs to ensure that flood hazard potential is minimized by careful design.

TRANSPORTATION GOAL: Ensure the safety of neighborhood residents and reduce traffic flow by discouraging non-arterial through traffic in the plan area, and facilitate the improvement and use of arterial streets along the periphery of the neighborhoods.

POLICY I: Design traffic circulation patterns to maintain the residential integrity of the neighborhoods.

IMPLEMENTATION

- A. Design transportation improvements to reduce through traffic volume and prevent new through traffic flow.
- B. Route major transportation corridors around rather than through the plan area.
- C. Require all new developments to provide traffic and transportation circulation patterns that conform to existing and planned neighborhood traffic patterns.
- D. Require all new non-residential and high-density residential uses to provide access from major streets exclusively.
- E. Investigate techniques to discourage vehicular through traffic in the neighborhoods by utilizing street closures, traffic diverters, squeeze downs, and/or other devices, wherever appropriate and desired and which are consistent with Traffic Engineering standards.
- F. Support the recommendations regarding traffic control and monitoring in the Blenman-Elm and Catalina Vista neighborhoods, as approved by Mayor and Council on January 28, 1985 (see Appendix).
- G. Establish traffic control devices, as necessary, within the residential portion of the neighborhood in order to discourage unsafe traffic conditions.

POLICY II: Encourage development and use of alternative transportation modes within the plan area.

IMPLEMENTATION:

- A. Consider the addition of new bike routes through the plan area. In the next update of the *Tucson Area Bikeways and Selected Bikeable Streets* map, evaluate alternative east-west bike routes along a) Elm Street from Country Club Road to Norton Avenue, south on Norton Avenue to Adams Street, and along Adams Street from Norton Avenue to Campbell Avenue and b) Helen Street from Country Club Road to Campbell Avenue; evaluate a north-south bike route from Elm Street to Speedway Boulevard in the west portion of the plan area.
- B. Encourage new sidewalk construction through the use of improvement districts, where desired by residents.
- C. Investigate installation of a pedestrian/bicycle crossing light on Speedway at Treat to allow safe access from the plan area to Himmel Park, a major recreational park in the area.

Blenman Vista

- D. Limit mass transit routes to major streets, wherever possible.
- E. Provide architecturally pleasing and comfortably functional bus stops.
- F. Evaluate the need for and, if necessary, establish parking control programs, such as limiting the hours of permitted on-street parking, wherever overspill parking creates negative impacts on the neighborhoods.
- G. Provide handicapped access ramps at all street sidewalk intersections.

POLICY III: Encourage well-designed transportation improvements that enhance the visual environment of the plan area, through the use of landscaped buffers, berms, noise walls, and/or other means.

IMPLEMENTATION:

- A. Design transportation corridors so that existing land uses are buffered from the negative impact of traffic.
- B. Property owners and neighborhood representatives should coordinate with the Department of Transportation during the design phase of the Speedway widening project to unify the Speedway Boulevard frontage. Areas of excess right-of-way could be utilized for landscaping, pedestrian walkways, bus turn-outs, bus shelters, and/or additional parking for adjacent businesses.
- C. Preserve the viability of residential uses along major streets in the Catalina Vista neighborhood by retaining existing frontage roads and landscaped buffers in all future road widening plans.

FLOOD CONTROL GOAL: Reduce the potential for flood damage by improving drainage conditions throughout the plan area.

POLICY I: Encourage new development that is sensitive to drainage conditions in the Blenman Vista area.

IMPLEMENTATION:

- A. Require flood control and flood mitigation measures for all new developments, as required by the Floodplain Regulations and accepted drainage design standards and criteria.
- B. Require drainage rights-of-way in the north half of the plan area, as may be determined by a basin management study.

- C. Require retention/detention facilities in all new developments to mitigate downstream flooding across Grant Road.
- D. Upgrade drainage structures where feasible during street paving or other street improvement projects.

BLENMAN VISTA NEIGHBORHOOD PLAN DRAINAGE MAP

NEIGHBORHOOD PROGRAMS

The following policies are intended to support the Blenman-Elm and Catalina Vista Neighborhood Association.

The neighborhood associations in the Blenman Vista plan area, acting separately or as a group, shall pursue those programs necessary or desired to improve the neighborhood within each of their boundaries. This will include, but not be limited to, neighborhood watch groups, improvement districts for lighting, sidewalks, paving of alleys, and other methods of neighborhood enhancement.

NEIGHBORHOOD PROGRAMS GOAL: Improve the quality of life and safety of the residents and property in the plan area.

POLICY I: Encourage interested neighborhood associations to organize neighborhood groups to support education, crime prevention, and security programs, as desired by residents.

IMPLEMENTATION:

- A. Encourage formation of additional neighborhood watch programs with assistance from the neighborhood associations and from existing neighborhood groups.
- B. Co-sponsor with the City of Tucson:
 - 1. classes offered by the Tucson Police Department on how landscaping, lighting, fences, and security devices discourage crime;
 - 2. classes offered by the Tucson Fire Department on fire safety and prevention and emergency life-saving programs.
- C. Consider neighborhood improvement projects which have as their goal the enhancement of neighborhood safety and security.

POLICY II: Encourage and support the individual neighborhood associations within the Blenman Vista area. Where mutually agreeable, the neighborhood associations may coordinate plan administration tasks (see Plan Administration Section).

IMPLEMENTATION:

- A. Encourage the Catalina Vista and Blenman-Elm Neighborhood Associations to retain up-to-date records with the City Citizen Participation Office.
- B. Recognize and be aware of the distinct neighborhood associations within the plan area and ensure that City Departments contact affected associations, when appropriate.

APPENDIX

BLENMAN VISTA NEIGHBORHOOD PLAN

APPENDIX

MAYOR AND COUNCIL DIRECTIVE ON
CAMPBELL/ELM TRAFFIC SIGNAL

At study session on January 28, 1985, Mayor and Council passed a motion to direct staff to:

1. Program the design of a basic traffic signal at Campbell/Elm in the current fiscal year and installation in FY 85-86.
2. Install 4-way stop signs at Adams/Olsen, Adams/Wilson, Waverly/Sierra Vista, and Waverly/Wilson after the installation of the traffic signal.
3. Retain on-street parking as presently exists.
4. Make no changes to the existing bike route designations on Elm.
5. Traffic Engineering will take traffic volume counts in the neighborhood before the traffic signal is installed and every 90 days for one year after installation.
6. Evaluate the widening of Campbell Avenue from Elm to Grant Road for programming in a future year of the 5-year CIP.

Further, Mayor and Council approved the following recommendations from the Campbell/Elm Advisory Committee:

1. Install ALL WAY stop signs at Adams/Olsen, Adams/Wilson, Elm/Olsen, Elm/Wilson, Elm/Treat, Waverly/Sierra Vista, and Waverly/Wilson. Further, a recommendation for additional ALL WAY stop signs and/or additional signage at other intersections may be made at a later date.
2. That the City Council fund an independent consultant to study traffic circulation including the use of diverters within the areas of Tucson Blvd. to Campbell Avenue, Grant Road to Speedway Blvd.

NOTE: Mayor and Council directed that staff determine the impact of this proposal and proceed only if these determinations cannot be made by existing City staff.

3. The Committee will continue to act as a monitor of the success of the recommended proposals and as a conduit of information to and from the neighborhoods to the Mayor and Council.

Although regular meetings will not be held, any two members of the Standing Committee who feel there is sufficient need for a Committee meeting can request that the Chairman call a meeting at the earliest convenient time.

4. That the Tucson Police Department be requested to monitor compliance to the stop signs.

Mayor and Council directed staff to install the traffic signal at Campbell Avenue and Elm Street no later than September 1, 1985.