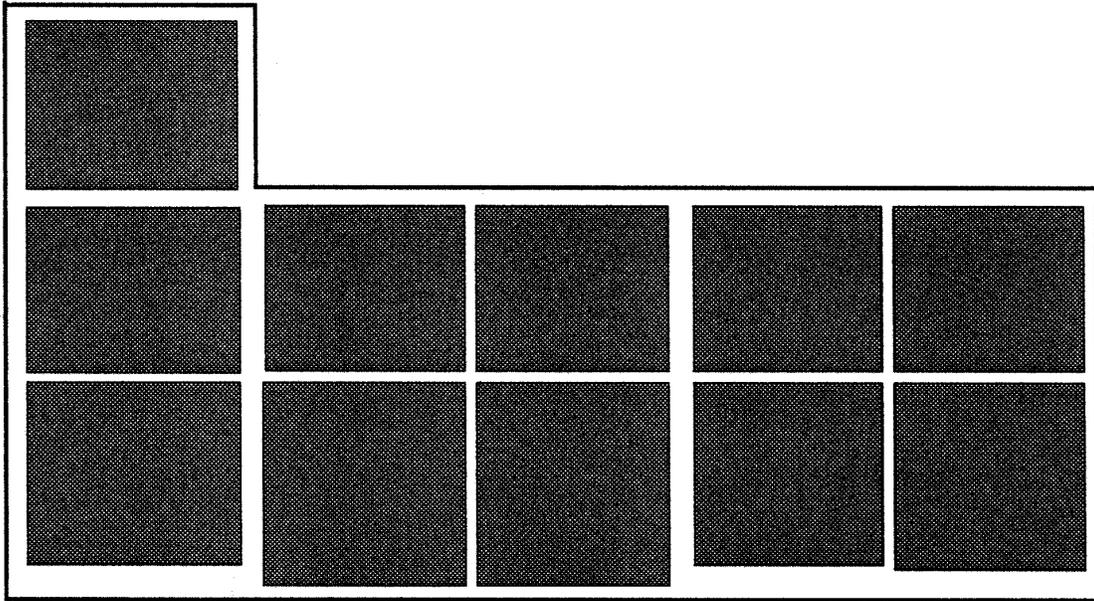


ADOPTED BY THE  
MAYOR AND COUNCIL  
MARCH 12, 1990  
RESOLUTION NO. 15235  
OCTOBER 10, 1994  
RESOLUTION NO. 16699



# CRAGIN-KEELING AREA PLAN

## **CREDITS**

### **MAYOR AND COUNCIL**

Thomas J. Volgy, Mayor

Molly McKasson

George Miller

Steve Leal

Janet Marcus

Bruce Wheeler

Roger M. Sedlmayr

### **CITIZENS ADVISORY PLANNING COMMITTEE**

David Dybvig, Chairman

Valerie Feuer

Anna Fina

Rodney George

Ken Goodman

Michael Keith

Paul Lindsey

Larry Lucero

Jack Lynch

Douglas Mitchell

Matt Perri

Leo Pilachowski

Joe Yee

### **CITY MANAGER**

Joel D. Valdez

### **PLANNING DEPARTMENT**

William D. Vasko, Director

John F. Siry, Assistant Director

Camilla Kari, Community Planning Program Coordinator

Roger Howlett, Principal Planner

Cecilia Cruz, Senior Planner

Renee RedDog, Senior Planner

Bob Brumbaugh, Graphics Supervisor

Karol Cruz, Graphics

George Hovey, Graphics

### **CRAGIN-KEELING STEERING COMMITTEE**

Gene Zonge and Jim Pfersdorf, Co-chairs

Joe Auther

Michael Cooper

Curtis Ench

Margaret Hendrix

Jamie Lang

Charles Pyle

Eleanor Sarno

Richard Tavenner

Michael Bartz

John Cropper

Steve Flaherty

David Jones

Mary Jo Muller

Dennis Rule

Barbara J. Smelker

Al Tetreault

Rachel Zane

Ron Borkan

Bob Cummings

Myron Groat

Martin Karpiscak

Anthony Pearson

Andrew Rutter

Ken A. Solberg

Bruce Thurston

## **CRAGIN-KEELING AREA PLAN**

Formal Action

Mayor and Council – March 12, 1990 – Resolution #15235 (Adoption)  
October 10, 1994 – Resolution #16699 (Amendment)

Hearings: Mayor and Council – March 12, 1990  
October 10, 1994

Citizens Advisory Planning Committee – February 7, 1990  
August 3, 1994

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# CRAGIN-KEELING AREA PLAN

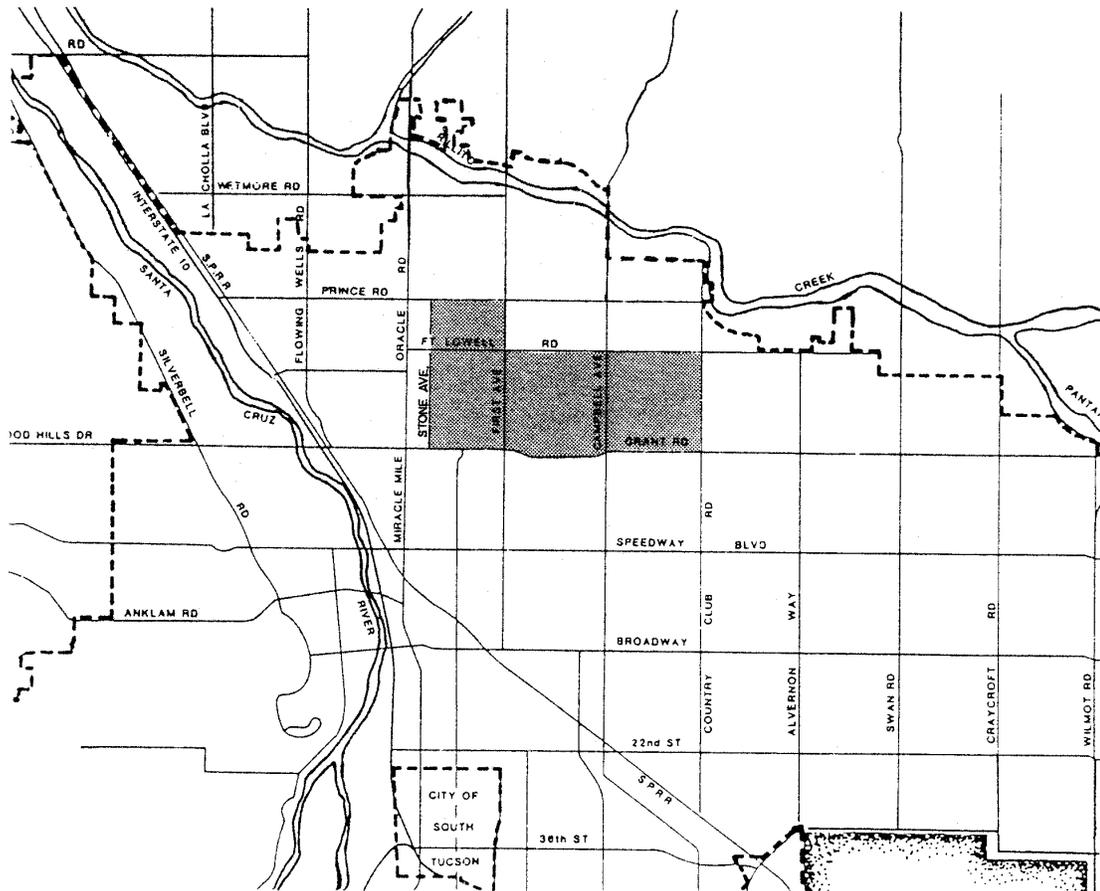
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## INTRODUCTION

### Plan Area

The *Cragin-Keeling Area Plan* provides policy direction for an area that encompasses 2.96 square miles in the north-central portion of the City. The plan area is “L-shaped,” with the “L” lying on its back along Grant Road and its foot running north along Stone Avenue. The area is bounded by Prince Road, First Avenue and Fort Lowell Road on the north, Grant Road on the south, Country Club Road on the east and Stone Avenue on the west (see map below).



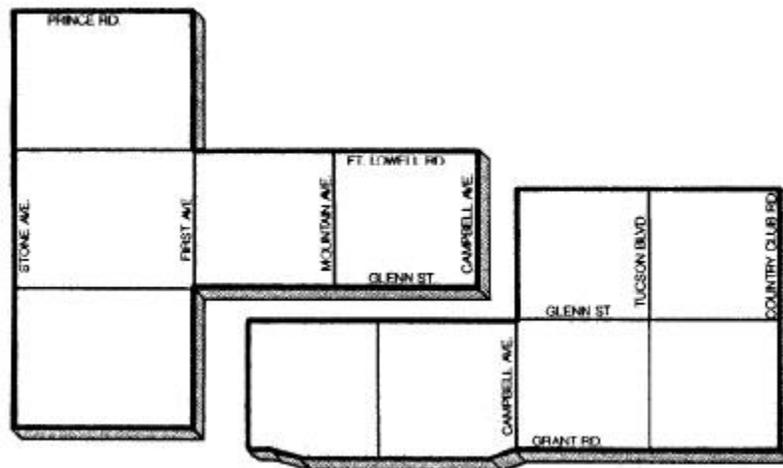
## Cragin-Keeling Area Plan

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### Existing Character

The Cragin-Keeling area generally consists of low- to medium-density residential uses located within the interior neighborhoods and office/commercial/high-density residential uses located along the major streets.

There are two distinct areas within the plan area, each of which can be identified by similar types of residential development. A “T” shaped area, bounded by Stone Avenue on the west, Grant Road and Glenn Street on the south, First Avenue and Campbell Avenue on the east, and Prince Road and Fort Lowell Road on the north is comprised of low-, medium-, and high-density residential uses. Intermixed within the area are a number of vacant parcels. Stone and First Avenues, the major north/south arterial streets in this sub-area, are characterized primarily by intense strip and mixed commercial uses.



The other area is “L” shaped and bounded by Grant Road on the south, First Avenue and Campbell Avenue on the west, Fort Lowell Road on the north, and Country Club Road on the east. This sub-area is comprised of developed subdivisions of low-density, single-family residential uses with few vacant parcels and limited medium- and high-density residential uses along major streets.

A focal point of the area is Campbell Avenue. With its transition continuing as Kino Boulevard to the south, and its service to the residential areas north, Campbell Avenue is a major regional transportation corridor. Campbell Avenue within the Plan area consists of an eclectic array of neighborhood commercial services which serve the Cragin-Keeling area. Widening plans for Campbell Avenue have generated neighborhood interest and concern regarding impacts on adjacent residential neighborhoods and on the continued viability of the neighborhood commercial uses which now exists.

Grant Road, the southern boundary of the Plan area, is a heavily traveled east-west thoroughfare which is lined with segments of residential uses, sections developed as office uses and frontages that are predominately commercial. A specific plan for widening Grant Road from First Avenue to Campbell Avenue has been adopted.

### **Adjacent Area and Neighborhood Plans**

The Cragin-Keeling area is adjacent to four area or neighborhood plans. Located to the north are the *North Stone Neighborhood Plan* and the *Northside Area Plan* which includes the *Richland Heights Neighborhood Plan*; to the south is the *University Area Plan*, which includes the *West University*, *Sam Hughes* and *Blenman Vista Neighborhood Plans*; and to the northwest is the *Pullman Neighborhood Plan*.

### **Neighborhood Organizations/Associations**

At the time this Plan was developed there were seven neighborhood associations within the Cragin-Keeling area on record with the City of Tucson Citizen Participation Office. These are: Coronado Heights, Los Altos Apartments, Grant-Campbell, Grant Road, Shaheen Estates, La Madera and Ft. Lowell-Grant. The Citizen Participation Office provides current listings and information on registered neighborhood associations.

### **Planning Process**

The policies and recommendations of this plan were developed in cooperation with the Cragin-Keeling Steering Committee, which included representatives of area residents, neighborhood associations, property owners, and business and development interests. Meeting over a period of one year, the committee discussed and evaluated area issues and concerns, developed goals and policies for the area and, with the assistance of the Planning Department, developed the draft area plan.

After completion of the Steering Committee draft, public meetings will be held to receive input from property owners and area residents who did not have the opportunity to participate in the committee process. Continued public input on the draft plan will be provided at the Citizens Advisory Planning Committee (CAPC) and Mayor and Council Public Hearings.

### **Plan Purpose**

The *Cragin-Keeling Area Plan* is intended to guide future development while protecting and improving existing neighborhoods.

### **Plan Implementation**

The policies in the *Cragin-Keeling Area Plan* are implemented through a variety of processes, with the rezoning process being the primary implementation tool. The following covers the major areas of application.

1. Applications for rezoning are initially reviewed for compliance with both land use and design direction established by the *Plan*. If the requested rezoning does not comply with 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 can be considered. The Mayor and Council have provided policy for area and neighborhood plans by limiting 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, rezoning conditions are recommended by staff which may modify the requested use or the design of the project.
3. *Plan* policies are used to review development plans and subdivision plats related to rezoning requests. This level of review 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 for variances to the Land Use Code and requests to vacate City property.
6. *Plan* policies are also used to establish and guide the design of Capital Improvements Projects.

## LAND USE POLICIES

### RESIDENTIAL

The Cragin-Keeling area consists of 1,897 acres (approximately three square miles) in the urban center of Tucson. A 1980 land use survey found that single-family residential development was the largest land use in the Cragin-Keeling area, accounting for 46.5 percent of the land area.

The area north and west of First Avenue still has a significant number of vacant parcels of land intermixed with low-, medium- and high-density residential uses. The area between First Avenue and Campbell Avenue consists primarily of low-density residential uses south of Glenn Street and low to medium residential uses and limited high-density residential uses south of Glenn Street. The area east of Campbell Avenue has few vacant parcels and consists of primarily low-density residential uses. While frontage along Grant Road between Campbell Avenue and Park Avenue consist of primarily residential uses, the rest of the Grant Road frontage is commercial, intermixed with office and some residential uses.

High density residential uses are concentrated in the northwesterly portion of the plan area bounded by Prince Road to the north, First Avenue to the east, Fort Lowell Road to the south and Stone Avenue to the west.

A total of 1,427 housing units were built in the study area between 1980 and March 1988. Multi-family units accounted for 97 percent of all new housing construction, including duplexes, triplexes, four-plexes, and apartments. Sixty-three single-family units, including townhouses, accounted for the remainder.

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**Intent Statement:** To guide future residential development and ensure the compatibility of new development with existing land uses within the Cragin-Keeling area. The policies recognize the residential character of the plan area and the potential for impacts from new higher intensity residential and commercial developments. The land use policies should be used in conjunction with the General Design Guidelines to ensure that new development is designed in harmony with the existing neighborhood. The Conceptual Land Use Map provides guidance for potential future land uses in the area, but should not be used to determine the exact boundaries between different land uses.

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**Goal: Encourage new residential development that preserves and enhances the existing residential character of the area.**

Policies:

1. Preserve and enhance the integrity of established interior neighborhoods by utilizing comparable zoning (see Conceptual Land Use Map).
  - a. 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 element(s).
  - b. Encourage neighborhoods to record, publicize, and disseminate to the public, potential developers and the City Planning Department the list of features characterizing their area which has been accepted by the neighborhood association.
  - c. Encourage neighborhoods to work with residents/developers to incorporate one or more of these design features in future remodelings and in new construction.
2. Improve and preserve the quality of life in residential areas.
  - a. Ensure that new residential development is sensitively designed to enhance existing land uses by compatibility of scale, density, and character of existing development as outlined in the General Design Guidelines.
  - b. Support new residential development on the perimeter of residential areas which serves to protect and enhance the quality of life for neighborhood residents.

## Cragin-Keeling Area Plan

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- 1.) Require appropriate design elements and buffering techniques during the rezoning and associated development review processes to ensure the sensitive design of new development in established neighborhoods as outlined in the General Design Guidelines. These elements must be shown on rezoning concept plans and development plans.
- 2.) Promote the consolidation of parcels with common property lines when developing higher density residential uses to provide sufficient space for adequate buffering of adjacent, less intense development.
- 3.) Require all parking and vehicle maneuvering to be located off-street.
  - c. Redirect through traffic onto major streets.
3. Promote residential infill in appropriate locations.
  - a. Low-density residential development (1-6 units per acre) is appropriate in the interior of established low-density neighborhoods and along local streets.
  - b. Medium-density residential development (7-14 units per acre with higher densities allowed under the RCP option) is appropriate along collector streets and arterial streets.
  - c. High-density residential development (15 or more units per acre) is generally appropriate along arterial streets.
4. Retain and protect the residential viability of the existing neighborhood impacted by the road widening on the north side of Grant Road between Park and Campbell Avenue by:
  - a. Providing a landscape buffer area with dense plantings between the roadway and the residential area as a visual mitigation measure;
  - b. Working with the City Transportation and Fire Departments during future road improvements to provide traffic control devices such as: the closure of streets on the north side of Grant Road and on the alignment of through streets with median breaks, where appropriate; and
  - c. Discourage rezoning requests for non-residential use conversions.
5. If the north side of Grant Road, between Norris Avenue and Wilson Avenue extended, is impacted by the future road widening, the existing residential uses on the north side should be protected by:
  - a. Providing a landscape and noise buffer area between the roadway and the residential area;

- b. Working with the City Transportation and Fire Departments on the closure of streets on the north side of Grant Road and aligning through streets with median breaks during future road improvements; and
  - c. Recommending denial of rezoning requests to allow non-residential use conversions north of the existing alley.
6. Retain the existing pattern of low- and medium-density residential uses along Mountain Avenue to support the existing bike route and proposed Demonstration Project (see Transportation Policy 6).
7. Retain the existing pattern of low- and medium-density residential uses along Glenn Street to support the existing bike route (see Transportation Policy 6).

**NON-RESIDENTIAL**

Approximately 11 percent of the land area in Cragin-Keeling is dedicated to commercial/office uses. A ratio similar to the commercial/office totals for the city as a whole.

Land uses along the street frontages of Stone Avenue, First Avenue, Campbell Avenue and Fort Lowell are predominately commercial. More intense commercial zoning and uses are located along Stone Avenue and First Avenue and the western portion of Fort Lowell Road. Neighborhood retail and service uses make up most of Campbell Avenue frontage. Country Club is comprised of office and commercial uses between Fort Lowell Road to Glenn Street while south of Glenn, there is a mix of residential and office.

Between January 1980, and September 1988, 21 rezoning applications were filed with the City for the Cragin-Keeling area. Of the 21 rezoning requests, 48 percent were for office uses, 24 percent were for commercial uses, and 4 percent were for other non-residential uses. Between 1980 and 1987, a total of 176 non-residential building permits were issued in the Cragin-Keeling area. Of these, 68 (39 percent) were for office uses, and 108 permits (61 percent) were for commercial uses.

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**Intent Statement:** Encourage office and commercial development at appropriate locations within the Cragin-Keeling area. The following policies recognize the potential impacts of change on adjacent residential uses and existing traffic circulation. Low scale office uses, when they are well-designed, are seen as a possible alternative to residential uses along collector streets to help stabilize the perimeter of existing neighborhoods. These policies should be used in conjunction with the General Design Guidelines to ensure that new development is designed in harmony with the existing uses. The Conceptual Land Use Map provides guidance for potential future land uses in the area, but should not be used to determine the exact boundaries between different land uses.

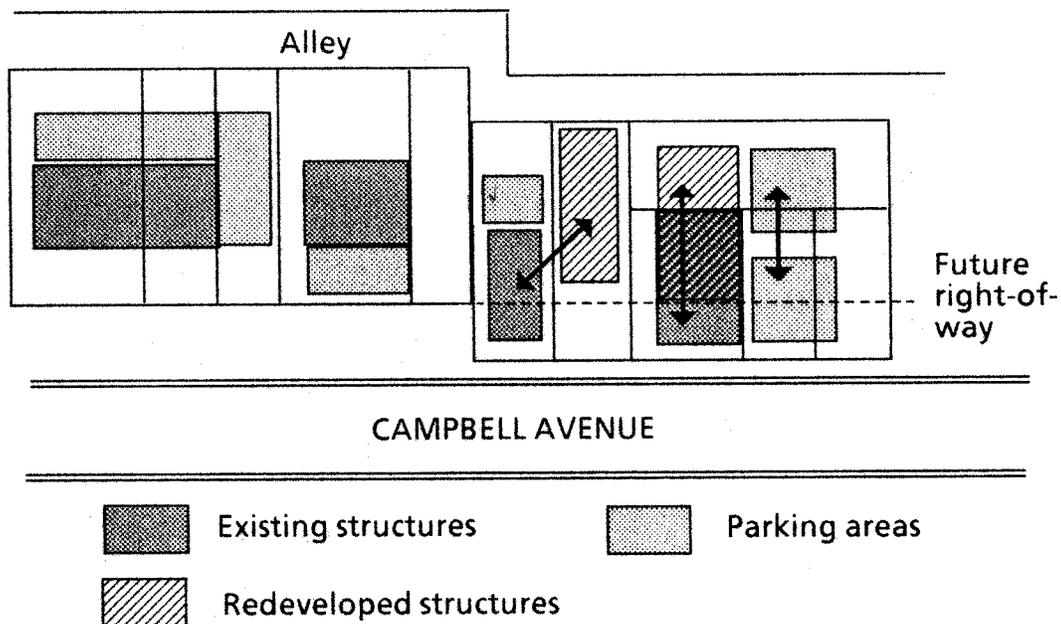
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**Goal: Encourage new non-residential development and redevelopment that is cohesive and integrated with adjacent non-residential uses while preserving and enhancing the existing residential character of the area.**

Policies:

1. Encourage coordination between City agencies, property owners and business owners when redevelopment is called for in order to retain or enhance residentially or commercially viable areas.
2. Encourage a mix of non-residential and higher density residential uses along arterial streets as shown on the Land Use Map when proposed development is compatibly designed with adjacent less intense uses (see General Design Guidelines).
3. Allow the conversion of residential uses to residentially scaled office uses along Tucson Boulevard between Fort Lowell and Grant Road when all of the following criteria can be met:
  - a. Adjacent zone or use is non-residential.
  - b. Lot has frontage, existing structure fronts on the major street, and all access can be provided from a designated arterial or collector street.
  - c. There is sufficient lot area to permit all required parking and maneuvering to be met on-site.
  - d. Sufficient lot depth and width exist to provide adequate landscape buffering and screening as outlined in the General Design Guidelines.
  - e. Compatibility of scale with adjacent uses, especially single-family residential uses (see General Design Guidelines).
4. Encourage the City to develop a comprehensive land use and widening plan for Campbell Avenue that will maintain the viability of the adjoining residential neighborhoods and the existing commercial and office development through a combination of the following techniques. In all cases, appropriate buffering of residential uses will be accomplished through use of the General Design Guidelines.
  - a. Select the right-of-way alignment option which minimizes the impact of right-of-way acquisition (this could mean taking all of the needed right-of-way from one side of Campbell Avenue or by taking part of the needed right-of-way from both sides of the street);
  - b. Consider the selected closure of local streets where they intersect with Campbell Avenue to replace parking and maneuvering areas lost through right-of-way acquisition;

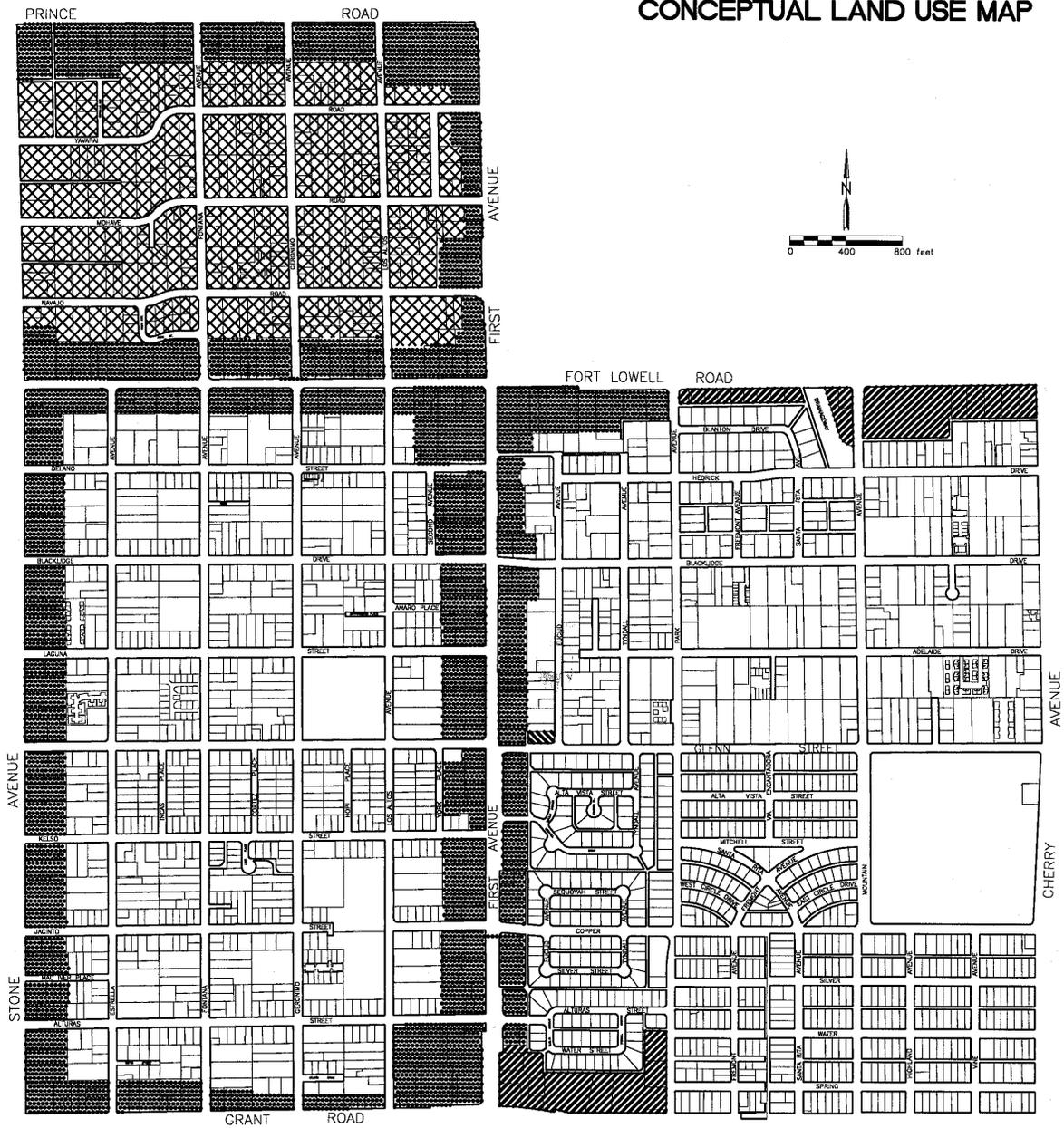
- c. Consider the partial or total acquisition of certain commercial structures to replace parking and maneuvering areas lost through right-of-way acquisition;
- d. Stabilize street edges by establishing a buffer zone where right-of-way acquisition has removed the majority of the existing commercial development;
- e. Consider the expansion of remaining commercial areas into adjoining residential areas when logical boundaries such as existing alleys can be established, and the abutting residential can be appropriately buffered (see General Design Guidelines); and,
- f. Redevelopment of commercial uses along Campbell Avenue should include integration and consolidation of parcels or property as a pattern of development in order to ensure the viability of the remaining commercial area (see illustration below).



**Illustration of Consolidation and Integration of Parcels**

# CRAGIN-KEELING

## CONCEPTUAL LAND USE MAP



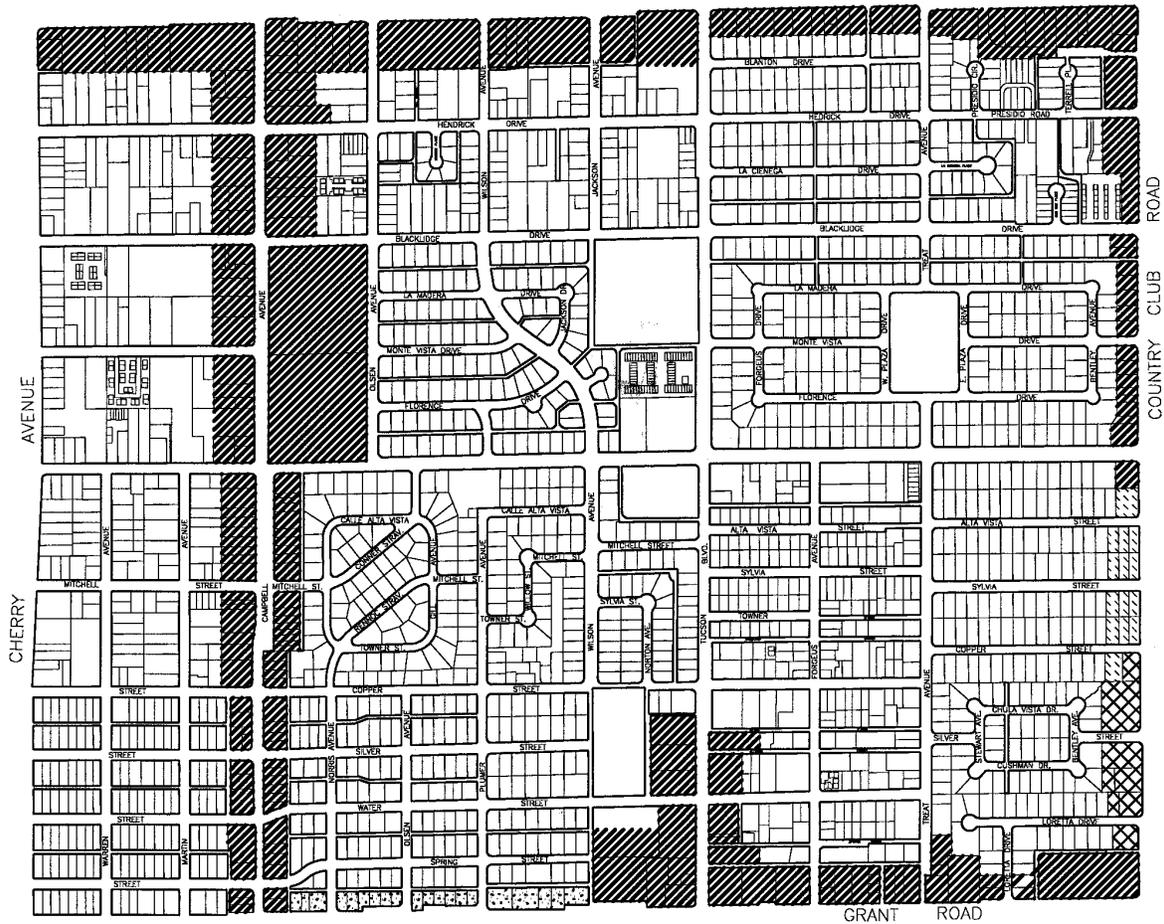
# CRAGIN-KEELING

## CONCEPTUAL LAND USE MAP

**Legend**

	Residential		Residentially Scaled Office
	Medium Density Residential		Mixed Uses (Office, High Density Residential, Neighborhood Commercial)
	High Density Residential		Mixed Uses (Broader Range of Commercial Uses Allowed)
	Office		

(AMENDED OCTOBER 10, 1994, RESOLUTION #16699 TO ALLOW RESIDENTIALLY SCALED OFFICES AT THE NWC OF GLENN ST. & EUCLID AVE.)



## Cragin-Keeling Area Plan

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5. Support the development of well-designed (see General Design Guidelines) concentrated centers of pedestrian-oriented commercial/office activity at appropriate locations:
  - a. Community commercial activities should be located at the intersection of arterial streets.
  - b. Neighborhood scale commercial uses should be located at the intersection of arterial streets or at the intersection of an arterial and collector streets.
  - c. Encourage the consolidation of adjacent development parcels to provide integrated vehicular circulation and access through joint use agreements to reduce the number of curb cuts along the street.
  - d. Encourage the establishment of pedestrian linkages between adjacent uses, bicycle parking and storage areas, and transit facilities as integral components of new office/commercial uses.
  
6. Allow the conversion to residentially scaled office uses for those structures with frontage on Country Club Road between Copper Street and Alta Vista Street, including the parcel directly north of Alta Vista Street, when all of the following criteria is met:
  - a. There is sufficient lot depth and width to provide adequate landscape buffering and screening as outlined in the General Design Guidelines;
  - b. All access can be provided from Country Club Road; and
  - c. There is sufficient lot area to permit all required parking and maneuvering to be met on-site.

**TRANSPORTATION**

Stone Avenue, First Avenue, Country Club Road, Prince Road, Ft. Lowell Road and Grant Road are all designated arterial streets in the *Major Streets and Routes Plan*. Campbell Avenue is classified a Gateway Route which has special requirements for landscaping. Glenn Street, Park Avenue, Mountain Avenue, and Tucson Boulevard are classified as collector streets.

Road improvements are planned for five streets within the plan area: (1) Glenn is scheduled to be widened to three lanes between First Avenue and Campbell; (2) Country Club is scheduled to be improved to four lanes between Grant Road and Glenn Street; (3) Campbell Avenue between Grant Road and Glenn Street is currently in the design stage for widening; (4) Grant Road between First Avenue and Campbell is currently designated for widening; and (5) A specific widening plan for Grant Road between Campbell Avenue and Country Club Road has been adopted.

The Cragin-Keeling area is served by three designated bike routes on Blacklidge Drive, Fontana Avenue, and Treat Avenue (including West Plaza and East Plaza Drives). The Transportation Department has completed the design for the Mountain Avenue Bicycle, Pedestrian and Landscaping Improvements Demonstration Project. If the demonstration project is extended north of Grant Road, Mountain Avenue from Second Street to the Rillito River will be reconstructed to provide bike lanes, sidewalks and landscaping.

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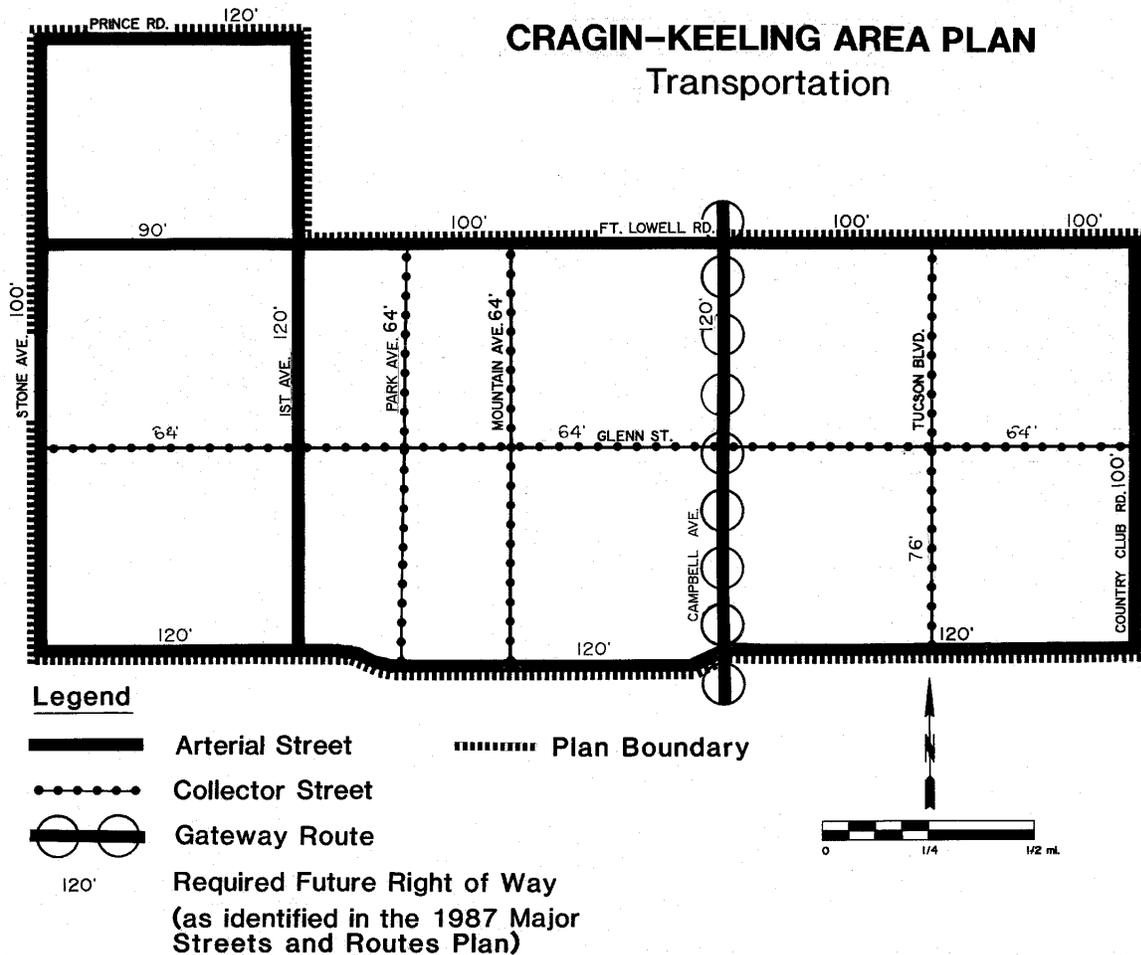
Intent Statement:        These policies are intended to ensure the integration of new development and road improvements, ensure the safety of neighborhood residents, reduce traffic flow by discouraging non-arterial through traffic, and to ensure that new development is responsive to the use of alternative modes of transportation.

---

**Goal: Coordinate land use policies with existing and proposed transportation improvements.**

**Policies:**

1. Future transportation roadway widening projects should include a comprehensive land use and urban design component to ensure the continued viability of the area impacted by the widening project.

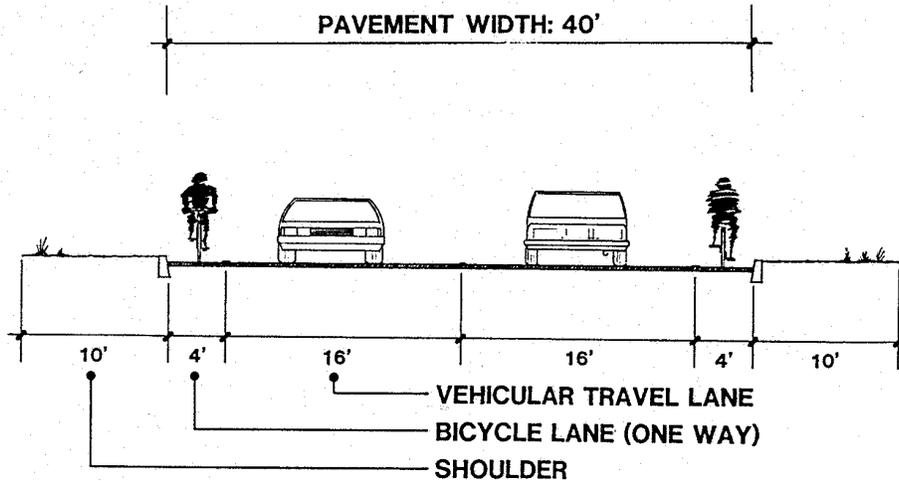


2. Provide an enhanced citizen input effort in the design and implementation of streetscape designs and neighborhood buffer treatments for the following streets to complement the local environment and design requirements in adjoining plan areas:

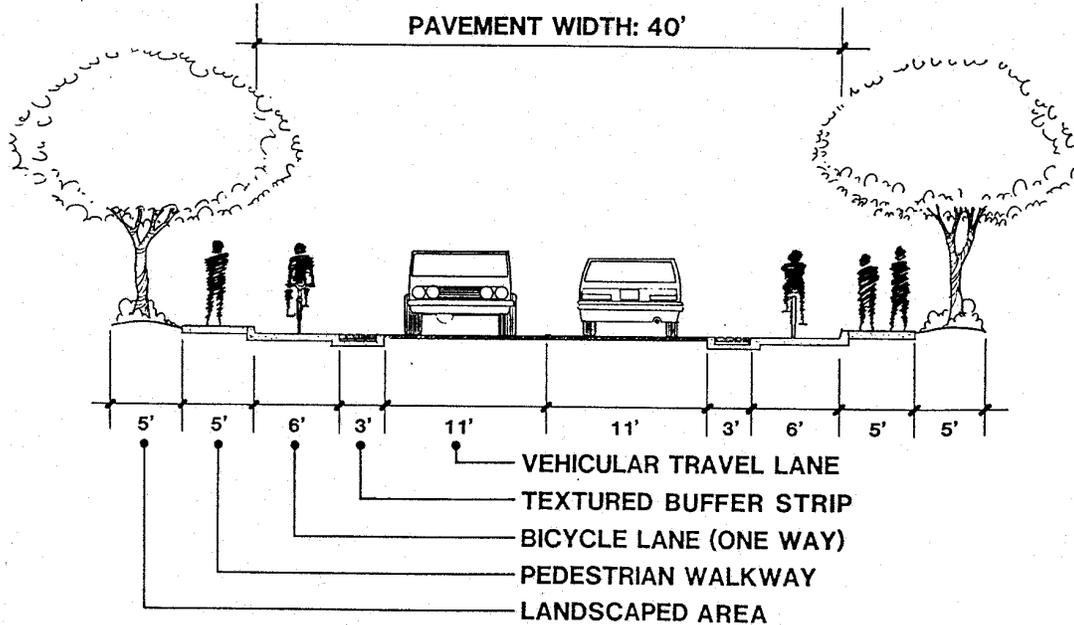
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|-----------------|-------------------|--------------|
| Glenn Street    | Tucson Boulevard  | First Avenue |
| Mountain Avenue | Stone Avenue      | Prince Road  |
| Campbell Avenue | Ft. Lowell Road   |              |
| Grant Road      | Country Club Road |              |

3. Encourage well-designed roadway widening plans which will not require the street to be further widened in the future.
4. Coordinate with the City Transportation and Fire Departments on limiting vehicular access to neighborhoods which are impacted by street widenings and improvements.
5. Coordinate with the City Transportation and Fire Departments on the closure of streets or use of cul-de-sacs on the north side of Grant Road and the placement of through streets with median breaks along with future road improvements (see Residential Policy 4 and 5).

# CONCEPT DESIGN\* FOR MOUNTAIN AVENUE DEMONSTRATION PROJECT



**EXISTING**



**PROPOSED**

\*Illustration is a concept roadway design cross-section for that portion of Mountain Avenue from Grant Road to Ft. Lowell Road.



7. Encourage the use of alternative modes of transportation.
  - a. Provide safe pedestrian and bicycle routes which connect to employment, education, commercial, and recreational destinations.
  - b. Encourage a pedestrian and bicycle circulation system within new developments and provide on-site pedestrian and bicycle amenities.
  - c. Encourage developers to include bicycle and pedestrian linkages to adjacent developments and mass transit facilities.
  - d. Encourage provision of adequate bus routes and facilities.
8. Preserve Blacklidge as a neighborhood/local street on the *Major Streets and Routes Plan* by:
  - a. Reaffirming local street status with the City Transportation Department,
  - b. Working with the City Transportation Department on ways to discourage through traffic, and
  - c. Maintaining its present bike route status.
9. To provide for safe and efficient vehicular access throughout the Cragin-Keeling area, proposed developments should be designed to:
  - a. Direct traffic from higher intensity uses directly onto major streets and away from residential areas.
  - b. Minimize the number of ingress/egress points from new development onto major streets.
  - c. Require an internal pedestrian circulation system within new development that connects to the public sidewalk system.
  - d. Provide all required parking, loading and vehicle maneuvering areas on-site and off the street.
  - e. Ensure that the traffic generated by new development will not overburden the street systems of the area.

## Cragin-Keeling Area Plan

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10. Provide safe and efficient pedestrian access throughout the Cragin-Keeling area.
  - a. Provide pedestrian refuge areas with street improvements and within new developments.
  - b. Require sidewalks in all new private and public development per the adopted sidewalk policy.
  - c. Encourage control of vehicular speed on local and major streets where there are concentrations of pedestrian traffic.
  
11. As streets are widened, discourage the visual clutter caused by placing utility poles on both sides of the street with a crisscross of power lines over the street.
  - a. The City Transportation Department and abutting property owners should work with utility companies for the placement of utilities underground.
  - b. The City Transportation Department should work with utility companies for the placement of above ground utilities on one side of the street.

### **DRAINAGE**

The Cragin-Keeling area is topographically divided into several watershed areas which drain either northerly to the Rillito River or westerly to the Santa Cruz River. Runoff water from these watersheds is carried along three minor watercourses, Navajo Wash, Christmas Wash, and Cemetery Wash.

Currently there is a demonstration project within the Mountain Avenue drainage area in the vicinity of Fort Lowell and Mountain Avenue which includes drainage improvements, landscaping, and possible interaction with the Mountain Avenue Pedestrian and Bicycle Demonstration Project.

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**Intent Statement:** Reduce the potential for flood damage in the area by requiring compliance with floodplain policies and City basin management plans, and the protection of groundwater resources.

---

**Goal: Ensure that drainage conditions and floodplain management methods are compatible with the existing environment.**

Policies:

1. Ensure that new development within Cragin-Keeling is sensitive to drainage conditions.

- a. Consider using drainage areas (i.e. detention/retention basins) for open space areas.
  - b. Provide for mitigation measures for those identified uses which potentially may contaminate the soils and groundwater.
2. When possible, ensure that flood control and floodplain management methods take maximum advantage of the natural drainage processes.
  3. Encourage water harvesting techniques for streetscape plantings along transportation corridors.

**PARKS AND RECREATION**

There are three neighborhood parks located in the Cragin-Keeling area: Madera Park consisting of 5 acres, 1.9 acre Conner Park, and 1.8 acre Mitchell Park. There are no district parks in the Cragin-Keeling area. A 37+ acre park site located on the east side of Tucson Boulevard north of Prince Road is currently being acquired by the Department of Parks and Recreation.

In a joint agreement between the City and Tucson Unified School District #1, additional recreational facilities are offered at all public high schools, several elementary and middle schools serving the area.

---

Intent Statement: Support the development of parks and recreational sites within the Cragin-Keeling area to provide neighborhood residents gathering places for recreational opportunities.

---

**Goal: Support the development of new recreational sites within the area.**

Policies:

1. Encourage development of new recreational opportunities within the Cragin-Keeling area.
  - a. Work with the Parks and Recreation Department to develop district and neighborhood parks in the plan area.
  - b. Work with the schools within the area on the possible use of school sites as recreational areas.
2. Encourage developer/owners to provide recreational areas within new residential development for owners, tenants and employees.

## GENERAL DESIGN GUIDELINES

The General Design Guidelines are intended to mitigate the potential negative impacts of more intense residential and non-residential development adjacent to existing low density residential uses in the Cragin-Keeling area and to guide new development and redevelopment to be designed in a manner that is sensitive to existing development.

The following guidelines are intended to be used in various combinations, depending upon the proposed development, the adjacent use and existing site conditions. Not all guidelines are required for every development. An alternative treatment for a specific situation or condition which meets the intent of the policy may be proposed.

These Design Guidelines are used primarily during the rezoning process and for applicable CDRC reviews. These guidelines also help to formulate staff positions on requests submitted to the Board of Adjustment for variances to the Land Use Code. Submitted concept plans should demonstrate that general design and buffering recommendations have been considered and appropriate recommendations have been applied.

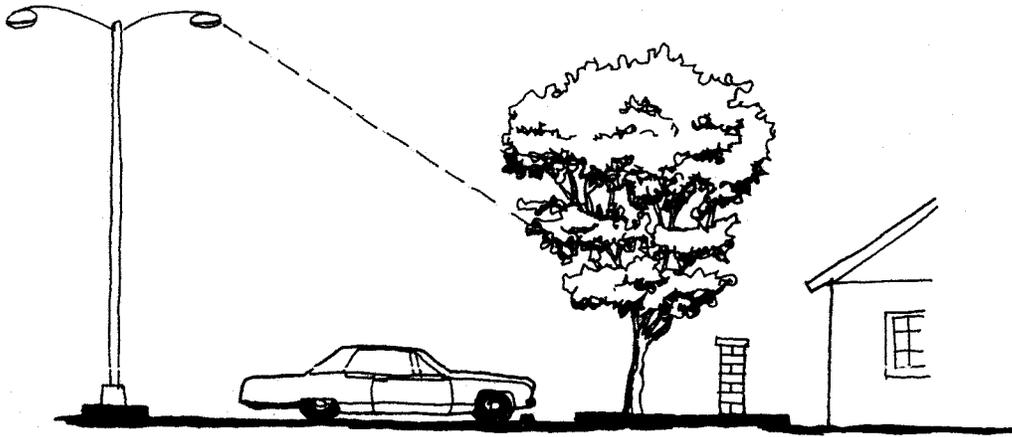
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**Goal: Ensure the compatibility of new development with existing land uses, especially residential uses.**

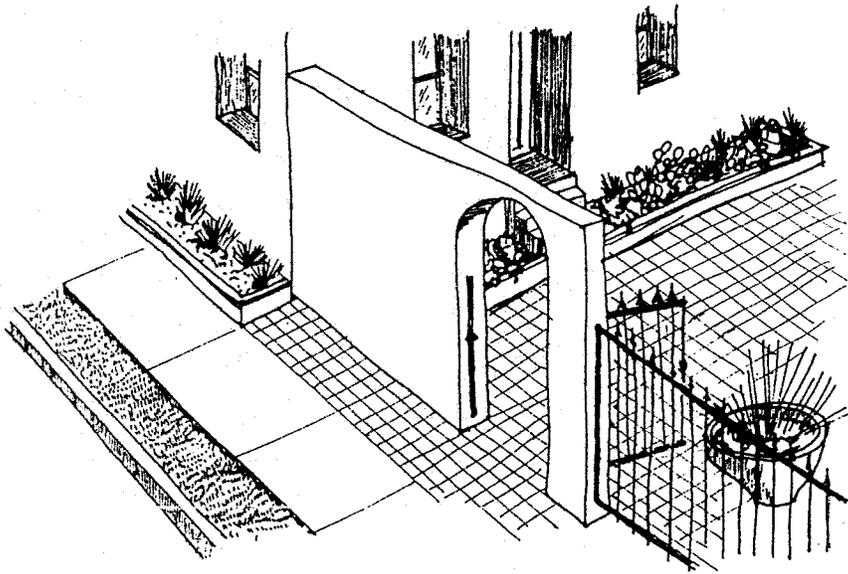
Guidelines:

1. During the rezoning and development review processes require the appropriate design elements and buffering techniques to mitigate the potential negative impacts of more intense development on established neighborhoods. Such techniques include:
  - a. the use of greater setbacks other than Code required;
  - b. clustering, to allow for adequate buffering;
  - c. softening of architectural elements with the use of drought tolerant or native, low pollen vegetation;
  - d. screening of parking areas with decorative masonry walls, earth berms, a dense screen of shrubs, and canopy trees, or a combination of these design elements;
  - e. screened or covered storage areas;
  - f. low sodium shielded and directed lighting located no higher than 25 feet in height;
  - g. height and density transitions to mitigate visual impacts to adjacent less intense land uses;
  - h. sensitive window and balcony locations to ensure privacy;
  - i. providing view corridors to the mountains;
  - j. provide for noise abatement;
  - k. screening of mechanical/electrical/gas equipment; and
  - l. the side and rear of building to be commensurate with appearance with the facade.

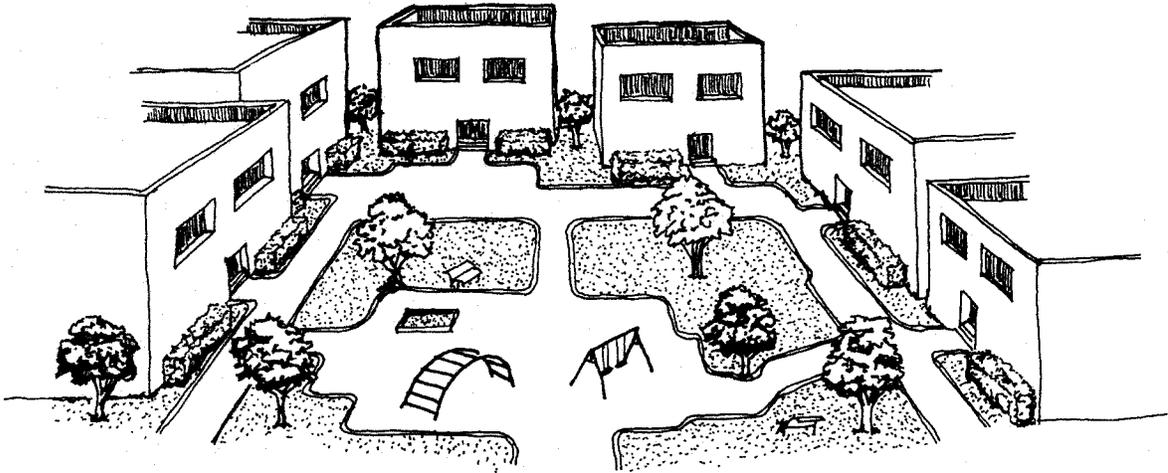
2. Guidelines for streetscape and buffer zones along major streets within the Cragin-Keeling area should include the following:
  - a. Native and/or drought tolerant trees, of similar form and scale, should be planted along major street frontages. Use of understory vegetation, such as shrubs and groundcover is also recommended.
  - b. Water harvesting techniques to be incorporated into the landscape design.
3. When screening less intense uses, new development should provide a landscaped buffer including the use of canopy trees, to be distributed evenly along the perimeter and to grow to a height of maturity in five years; shielded lighting; and a minimum 5-foot-high masonry wall to help mitigate any visual impacts to adjacent land uses.



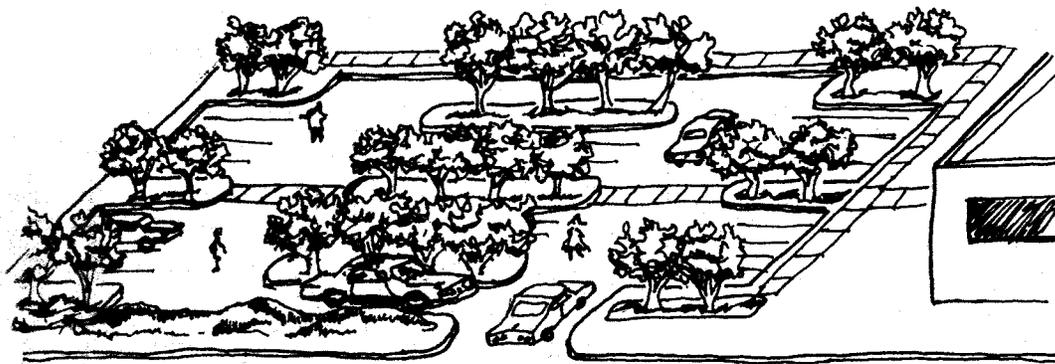
4. To enhance public safety and reduce the incidences of crime, new development should incorporate appropriate "Safe By Design" concepts from the Police Department in the development plans.
  - a. Utilize curbs and sidewalks to define public, semi-public and private areas.
  - b. Utilize screening which allows visibility and the surveillance of the project and/or which creates an effective barrier around the property.
  - c. Plant material, when used in areas adjacent to doors and windows, should be of such a height (e.g. less than 30 inches or with a greater than six foot space between the ground and the canopy) to retain visibility of building openings from the street or from other properties. Where possible, thorny or spiny plant species should be utilized.
  - d. Define areas of influence through the use of design elements, such as walls, fences, changes in level or grade, lights, entryways design, or change in paving patterns and texture.



- e. Locate building entryways so that they are visible from other buildings, apartment entryways, and units.
- f. Allow residents to view entryways and corridors that serve them.
- g. Provide lighting at doorways and windows.
- h. According to "Safe By Design" guidelines, multi-family projects should be designed to extend the area of responsibility of residents beyond the entryways of individual units by:
  - 1. Designing stairwells to serve a minimum number of units per floor.
  - 2. Utilizing amenities and distinctive design elements to extend the private space of individual units into landings or corridors.
  - 3. Disperse and symbolically assign project amenities to certain units or cluster of units.
  - 4. Locating children's and other outdoor recreation areas so that they are visible from a maximum number of units.

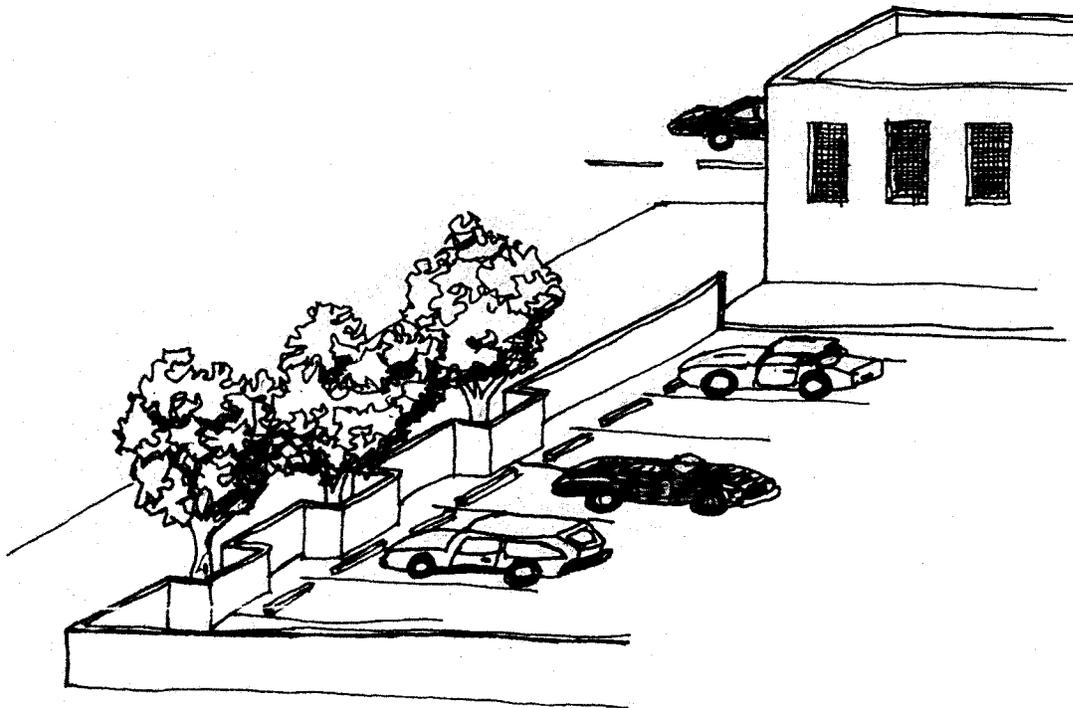


5. Soften the visual impacts of parking areas of more than four parking spaces which are located along major streets by:
  - a. Providing landscaped earthen berms, a dense screen of evergreen shrubs or a three foot high masonry wall; and,
  - b. Minimizing the number of vehicular access points.
6. Decrease heat absorption within parking areas and along the street frontages by planting trees that are drought resistant and pollen free. Trees can be clustered or dispersed throughout the parking area.



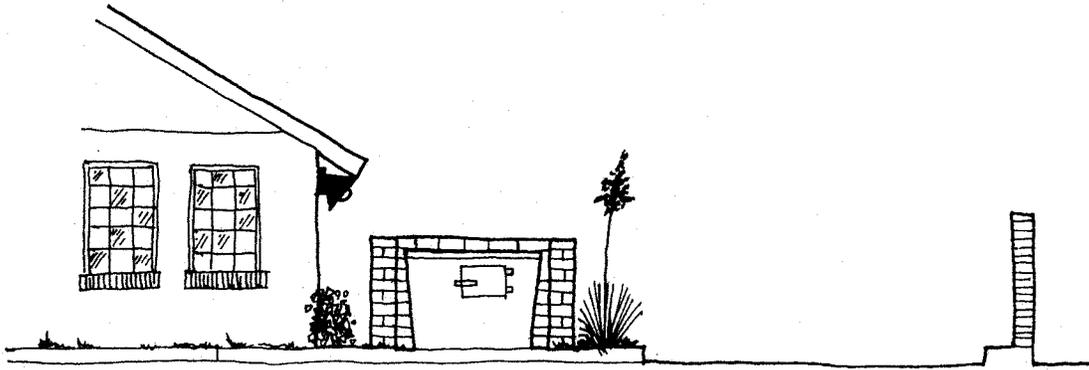
7. Require a variety of rooflines in new development which call for proposed building heights in excess of 20 feet.

8. Provide a transition of height and/or densities for proposed developments located adjacent to less intense residential uses, unless a combination of other mitigation measures provides adequate buffering.
9. Utilize a decorative, masonry wall as a screening element along arterial street frontages to mitigate views, traffic and noise and to enhance the visual continuity when compatible with existing adjacent uses.
10. Soften the visual impact of masonry walls greater than 75 feet in length and/or greater than three feet in height with the provision of the following:
  - a. Drought tolerant and/or native trees and understory vegetation dispersed proportional in scale to the wall;
  - b. Varied wall alignment (jogged, curved, notched or setback);
  - c. Use of colors found predominately in the natural desert landscape; and
  - d. Construction of walls with decorative and textured materials such as tile, stone or brick or a visually interesting design pattern.



11. Screening of electrical, mechanical and other free-standing equipment should consist of a masonry wall and landscaping with drought tolerant vegetation.

12. Refuse containers should be located away from adjacent residential areas; screened with masonry walls and landscaping to mitigate any visual impacts; and shielded from the public right-of-way.



13. Require all signs to be designed as an element of the landscape plan with only one freestanding monument style sign allowed per parcel. Design of the sign should be compatible with the architectural style/theme of the proposed development.



## **PLAN ADMINISTRATION**

The plan administration guidelines are intended to identify the responsibilities of the City of Tucson Planning Department and Citizen Participation Office, developers, and the neighborhood association(s) and representatives in the plan implementation process.

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### **Guidelines:**

1. Provide for citizen input in the plan implementation process.
  - a. Encourage developers/builders to notify and offer to meet with affected neighborhood association(s) and property owners regarding rezoning requests and development review applications prior to scheduled rezoning public hearings and development review submittals.
  - b. Continue to require City Planning staff to notify (through the Citizen Participation Office) the neighborhood association(s) when rezoning cases and development review applications are submitted for processing.
  - c. Condition rezoning cases to require developers/builders to notify and offer to meet with affected Neighborhood Association(s) and property owners 15 days prior to applicable CDRC submittals. Require developers/builders to include verification and offers to meet and written summary of neighborhood meetings, when appropriate, with submittals.
  - d. 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 and for CDRC cases.
  - e. Continue to require neighborhood associations within the plan area to maintain up-to-date records of associations representatives with the City's Citizen Participation Office.
  - f. Continue to require City agencies to contact affected neighborhood association(s) of pending improvement projects in the area.
  - g. Encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the area.
2. The applicant must demonstrate compliance with the *Cragin-Keeling Area Plan* Policies and the General Design Guidelines in rezoning applications.

## DEFINITIONS

The following definitions are standard planning definitions which have been modified for the Cragin-Keeling Area and apply to this plan.

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Adjacent: Properties situated next to one another with one or more contiguous boundaries and including properties situated across alleys, streets and other easements.

Alternate Modes of Transportation: Means of transportation other than the private automobile. Alternate modes include buses, bicycles, car and van pools, shuttle trams, rail systems, and walking.

Architectural Elements: Any structure, including freestanding walls and buildings, or design elements, such as fountains or archways.

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.

Citizen Participation Office: (See Citizen and Neighborhood Services)

Citizen and Neighborhood Services: The City office which assists neighborhood associations and citizen groups.

Commercial Land Use: Land use that involves the retail and/or wholesale sale of products or business services, and limited manufacturing activities.

Community Commercial: Community uses intended primarily to serve an area-wide market.

Neighborhood Commercial: Commercial uses intended primarily to serve a local neighborhood market; retail and service uses or any commercial use typically permitted in the B-1 zone.

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

Consolidation of Parcels: The combining of adjoining, adjacent or contiguous parcels of land within the same block for the sole purpose of creating a large enough area to provide an integrated development. This additional space generally allows for the sensitive location of buildings, adequate on-site parking and circulation, limited access points, landscaping requirements and the adequate buffering of adjacent residential or less intense uses.

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.

Gateway Route: A street or parkway designated in the *Major Streets and Routes Plan* which is a heavily-traveled entrance to and through the City. These routes link major employment areas, shopping centers and recreational areas and are used by residents and visitors alike. The intent of the Gateway designation is to improve the appearance of the built environment through the use of standards for the design and landscaping of the roadway and adjacent developments. Campbell Avenue is a Gateway Route in this plan area.

Integrated Development: The physical and functional coordination of commercial development to foster the sharing of parking areas, open spaces, and access points onto streets. Emphasis is placed on allowing pedestrian access between businesses located within the development to decrease auto travel and promote "one stop shopping".

Local Street: 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 Street: Per the *Major Streets and Routes Plan*, this designation includes both arterial and collector streets.

Arterial Street: A street which carries moderate to high volumes of traffic (12,000 or more average daily trips) across the City and providing access to regional destinations and connecting to the interstate highway system.

Collector Street: A street which carries low to moderate volumes of traffic (3,000 - 12,000 average daily trips) and funnels traffic from area or neighborhood streets to major arterial streets.

Pedestrian Refuge: An area which is marked, signed, elevated or otherwise designated where a pedestrian has some protection from traffic, e.g., a sidewalk.

Residential Cluster Project (RCP): An RCP is an integrally designed residential development, which can offer a diversity of housing types and densities and which allows for greater design flexibility.

Retention/Detention: A flood control system that either delays or stops the downstream progress of flood water. Methods used include combined use of a temporary storage area and a metered outlet device or storage areas that incorporate infiltration devices.

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

Safe by Design: Design and architectural concepts developed and provided by the Police Department which create more surveillance opportunity, a sense of ownership or territoriality of common areas and greater accessibility to lessen the potential for criminal activity and increases response time to emergency situations.

Screening: The provision of a visual, auditory or physical barrier. Screening can consist of berms, walls, fences, dense vegetation, or any combination of these materials, that create a substantially opaque surface that will grow to the required height within two growing seasons. Visual breaks in non-required continuous screens may be appropriate to enhance visibility of public or common areas.

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

Street Closure: A form of traffic control or diversion, e.g., a cul-de-sac.

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