The Groves-Lincoln Park
A Community Open Space Assessment, Analysis and Landscape Plan

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The Drachman Institute
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The Drachman Institute is the research and public service unit of the College of Architecture and Landscape Architecture at the University of Arizona, dedicated to the environmentally sensitive and resource-conscious development of neighborhoods and communities. The Drachman Institute dedicates its research and outreach activities to the proposition that housing is the building-block of neighborhoods, and neighborhoods are the building-blocks of communities.
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The Neighborhood

The Groves-Lincoln Park neighborhood is located in the rapidly growing Southeast section of the city of Tucson, along the northern boundary of Davis-Monthan Air Force Base.

The Neighborhood Association was founded in 1994, but has already developed a long list of community involvement, particularly in regard to the environment. Most notably, the Neighborhood Association adopted Lower and Upper Lincoln Regional Park, and designed, developed and maintains the Atturbury Bird and Animal Park Sanctuary there.

This publication is a reflection of neighborhood concerns about environmental protection and quality of life in the neighborhood. The design recommendations found here have been developed in dialog with the neighborhood to help achieve greater safety, health and community cohesion in Groves-Lincoln Park—now, and for the future.
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Neighborhood and Community Goals

• Protect and restore environmental and social value of damaged spaces
• Improve resident health and quality of life
• Provide recreational opportunities
• Improve social & community spaces
• Provide more park and open space
• Increase pedestrian and bicycle connectivity
• Improve safety and convenience of alternative transportation routes
• Increase general safety and security of the neighborhood
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CPTED: Crime Prevention Through Environmental Design

Crime is of major concern to the Groves-Lincoln Park Neighborhood. All of the design concepts herein incorporate the principles of CPTED. This is a multi-disciplinary approach to deterring criminal behavior through design by:

- Building Community
- Expressing territoriality
- Allowing Natural Surveillance
- Supporting Public Activity
- Controlling Access
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Demographics

The Groves-Lincoln Park neighborhood is composed primarily of families, with a large proportion of its residents under the age of 18.

The relative abundance of children in the area indicates a neighborhood need for public spaces for sports and recreation, as well as pedestrian paths and bike routes which safely and conveniently connect the neighborhood to public transportation, schools and parks.

The high proportion of Groves-Lincoln Park residents who own their own homes indicates the likelihood of strong resident support for public improvements to the neighborhood.

- Total Population: 5169
- 75% White,
- 21% Hispanic,
- 4% Other
- 52% female
- 48% male
- 32% under 18
- 7% over 65
- Approximately 1,360 families live in the Groves-Lincoln Park neighborhood
- 1425 homes are occupied by their owners
- 338 homes are rented
- 53 houses are vacant
- 78% owner occupancy rate
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Density

The Groves-Lincoln Park neighborhood is relatively densely populated with an average of 2,000 to 6,000 people per square mile.

Different sections of the neighborhood vary significantly in density however, ranging from very dense- 9,600 to 11,200 people per square mile-to very sparse, with only up to 800 people per square mile.

Source: 2000 U.S. Census
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Zoning

The Groves-Lincoln Park neighborhood is primarily zoned R-2 for medium density single and multi-family residential development. Some areas are R-3 allowing for more dense residential development.

The northern periphery of the neighborhood is zoned to allow for C1 low-rise commercial that serves the community, such as childcare or food services.

There is also significant SR zoning in The Groves-Lincoln Park neighborhood which allows only for very low density, large lot, single-family, residential development and suburban ranch uses. Uses which could adversely affect open space, agricultural, or natural characteristics are not permitted in this zone.
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Washes and Drainage Ways

The Groves-Lincoln Park Neighborhood has numerous washes of varying sizes and conditions flowing into and through it.

Kinneson Wash is a significant wash (2000 cfs.) that is joined by several secondary washes that bisect the neighborhood.

One of the washes crosses directly through the center of one of the proposed park sites.

Most of the washes are not channelized, which means they are potential habitat or corridors for wildlife species, particularly birds.
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Washes and Drainage Ways

Some of the neighborhood washes are disturbed, but could be rehabilitated.

The wash that crosses the proposed southeastern park site is flanked by access roads on each side.

ATV activity currently threatens the drainage area to the west of Groves Park that is listed as high value xeroriparian habitat.

Drachman Institute observed an increased plant species richness in this drainage area, as well as a corresponding concentration in bird life.
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Alternative Transportation-Regional Scale

Public Transit: The area immediately to the north of the Groves neighborhood is served extensively by the Sun Tran bus system, with two different Park-and-Ride stations within a half mile radius.

Bikes: The City of Tucson’s bike path system reaches into the Groves Neighborhood, bisecting from the north to the south.

Trails: To the east is a system of public trails that eventually tie into the Rillito Greenway.

Implication: The Groves Neighborhood composes the southeastern edge of the public transit system, where the undeveloped periphery of Tucson enters the urban fabric. While the neighborhood is generally well served by alternative transportation routes, there is a disconnect along the east-west axis.
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Alternative Transportation-Neighborhood Scale

Public Transit: The Sun Tran bus runs along the eastern side of the Groves neighborhood, with seven different stops. The most immediate Park-and-Ride station is at Lincoln Park.

Bikes: A single bike lane bisects The Groves along Evergreen, Dogwood, Poinciana, and Prudence Roads. However, the lane is disconnected from any east-west circulation patterns within the neighborhood.

Trails: Although there are no official trails within the neighborhood, there are several open areas, natural washes and valuable xeroriparian habitats.

Implication: The Groves-Lincoln Park area needs improved connectivity from within the neighborhood to the public transit system. The current bike lane scheme is disjointed and needs better east-west connectivity. The washes are excellent natural amenities and can provide the frame for a trail and open space system.
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Community Schools and Open Space

**Schools:** There is a high concentration of schools north of the neighborhood. All levels of educational facilities from Kindergarten to College are represented within the Groves–Lincoln Park Neighborhood area.

**Parks:** There are several significant parks around The Groves. Notable are two of the region’s most popular bicycle parks: Fantasy Island and Lincoln Park BMX track.

**Open Spaces:** There several community parks in the middle of The Groves. Groves Park is a multi-use space to the east of a large open space (State of Arizona) that marks the confluence of several washes, including one with a discharge rate over 2000/cfs. This space is currently used by ATV’s. There is a small strip park to the east of Groves Park. It is a potential future connector to the proposed North Park.

**Implications:** The Groves–Lincoln Park neighborhood can take advantage of area amenities by connecting schools and parks with bicycle and pedestrian paths.

Source: Pima County Map Guide
The Groves-Lincoln Park Neighborhood Open Space

The Groves-Lincoln Park Neighborhood has four areas ripe for preservation or green-space development efforts:

- **North Parcel**
- **Southwest Parcel**
- **Southeast Parcel**
- **Strip Parcel**

These four areas are also illustrated in pink on the neighborhood aerial photograph to the right.

The three larger parcels represent areas ripe for various parks, recreational activities, gardens or social spaces including a dog park or exercise loop. The long narrow parcel lends itself particularly well to a linear park or greenway connection.
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Summary of Inventory and Assessment

- Automobile Oriented Neighborhood
- Some very dense residential clusters
- Damaged and misused washes, open spaces and drainage corridors
- Undeveloped and under-utilized alternative transportation corridors
- Significant undeveloped open space within the neighborhood
- High levels of owner occupancy
- Large percentage of children under 18 years of age
- Neighborhood interest in land and habitat preservation as well as developed public open space
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North Parcel

• Highly connected to a series of alleys and streets, with three areas serving as “hubs” for traffic
• Frontage to the street along the west
• Pleasing views to the west and north
• Most of the site has a large, open, continuous space
• Current vegetation is sparse, consisting of only a few desert plants and grass species
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North Parcel-Suitability

This parcel covers a large, flat, continuous area. It is not heavily vegetated and appears to see significant use from passersby already.

The parcel is a natural connector the north, south, and east corners, and could link the center of the neighborhood to pedestrian, bicycle, and public transit systems to the east. For these reasons this parcel is best suited for activity-based uses such as exercising and socializing. However, it could also serve as a model for rehabilitation of the natural habitat.

Some potential uses include:

- Exercise Loop Trail
- Mini-Mountain Bike Course
- Desert Park
- Habitat Restoration
- Dog Park
- Recreation/Sporting Areas
- Picnic Place
- Community Gathering Area
The site is dominated by the wash which bisects it.

Due in part to the wash, this parcel has significant amounts of vegetation.

The wash has access roads on both sides, creating a secondary, diagonal circulation system for non-motorized vehicle users.
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Southeast Parcel-Suitability

This parcel is bisected by a major wash and connects to an urban bike route and a series of alleys that link the parcel to other parts of the neighborhood.

The parcel is heavily vegetated, particularly with native grasses and some riparian species.

It has a variety of separated spaces with different characteristics, creating the potential for multiple uses such as:

- Habitat Preservation and Restoration
- Formalized Non-motorized Trail Connection
- Public Gathering Space
- Bird Watching Area
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Southwest Parcel

- 4.22 Acres of City of Tucson land.
- Isolated from major streets and adjacent to 69.5 Acre parcel of land owned by the State of Arizona.
- Due to the drainage way crossing the site and the proximity of the large wash, this parcel enjoys rather significant amounts of vegetation.
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Southwest Parcel-Suitability

This parcel is bisected by a major drainage way and connects several neighborhood streets, alleys and paths.

The parcel is relatively well vegetated, particularly with native grasses and some riparian species.

The site is sheltered from major streets and traffic on all sides, and is located rather centrally on the site, abutting the large tract of open State land. The isolation from traffic, and the central location of the site could make it an ideal place for:

Habitat Preservation
Picnic Spot
Dog Park
Children’s Playground
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Strip Parcel

• Connected to several streets and alleys, with two areas serving as potential “hubs” for pedestrian traffic

• Frontage to the street along the east and west

• Most of the site is open and unutilized.

• Current vegetation is sparse, consisting of only a few trees, desert plants and grass species

• Site is currently misused for haphazard and unsightly vehicle parking from housing units located north of the site.
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Strip Parcel-Suitability

This parcel covers a long, flat piece of land. It is not heavily vegetated and appears to be used for additional spillover, on-street, parking or dumping, but little else.

The parcel is a natural path for school children, bike riders, dog walkers and joggers, and could link the center of the neighborhood, the school and neighborhood park, to pedestrian, bicycle, and public transit systems located to the north and east.

For these reasons this parcel is best suited for park and trail space. Potential uses include:

• Neighborhood greenway
• Linear park
• Pedestrian and bicycle paths
• On street, park-side parking
• Native plant botanical identification loop
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North Parcel Program

- Social space with shade, seating and BBQ grills
- Parking
- Exercise loop, shade trees
- Natural area/habitat restoration
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North Parcel Master Plan

• Inviting central entry space
• Active planting area
• Natural native plant area
• Social Spaces with solar collecting ramadas, seating, shade, solar lights, BBQ and drinking fountain
• Convenient parking facilities
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North Parcel Entry

- Pull-in diagonal parking
- Drinking fountain
- Seating
- Community bulletin board
- Entry to exercise loop
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North Parcel Exercise Loop

• Native species
• Enhance site views: within, into and out of
• Shallow retention basins
• Pedestrian walkways
• 8 to 10 foot tall vandal-resistant solar powered lights
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North Parcel Natural Area

- Native species
- Natural buffer
- Direct circulation
- Wildlife haven
- Secondary entry/access
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North Parcel Social Area

• Seating
• Tables
• Shade structures
• BBQ facilities
• Group sites

Ramadas & Picnic Area
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Southeast Parcel Program

• Riparian area
• Demonstration Garden
• Social spaces with seating and shade
• Walking paths
• Control vehicle access
• Connect to Greenways
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Southeast Parcel Master Plan

• Inviting Entry
• Demonstration Garden
• Natural Desert Areas
• Community Social Space
• Riparian Area
• Vehicular Control
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Southeast Parcel Demonstration Garden

- Low water-use demonstration garden
- Enticing focal points
- Series of footpaths
- Tied into neighborhood pedestrian system
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Southeast Parcel Traffic Barriers

- Control access by cars, ATVs and motorcycles
- Maintain pedestrian and handicap access

- Passive access control
  - walls, bollards, boulders, rocks, vegetation
  - staggered solid blocks with sharp degree turns
  - allow handicap access but hinder vehicle access
  - will not prevent a smaller motorcycle from getting through

- Positive access control
  - Secure fencing with reinforced controlled access gates or turnstiles
  - More costly
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Southeast Parcel: Eastern Traffic Barrier Wall

Staggered, sharp-turn, pedestrian gates and restricted vehicle gate

- Controls access by cars, ATVs and motorcycles
- Maintains pedestrian, handicap and emergency access

Pedestrian and Emergency Vehicle Gates

Birds-Eye View of Eastern Traffic Barrier
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Southeast Parcel Wash Demonstration

Demonstration of a natural, un-channeled wash to:

- Create Educational Opportunities
- Provide Forum for a Native Plant Showcase
- Improve Drainage
- Improve Habitat
- Create Pedestrian Corridors and Linkages
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Southeast Parcel Wash Demonstration

- **Pedestrian bridges or ramps**
  - Help pedestrians walking along street and on path traverse wash
  - Curving path into site encourages pedestrians to enter

- **Trees**
  - Stabilize the soil
  - Create bird habitat
  - Shade for pedestrians

- **Riprap**
  - Large boulder or recycled concrete
  - Remove energy from storm flows
  - Better soil retention

- **Naturalize Wash**
  - City must stop mowing the washes
  - Remove invasive grass species
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Southeast Parcel Social and Educational Area

- Shade
- Seating
- Community Information Boards
- Ecology and Wash Rehabilitation Information
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Southwest Parcel Program

- Dog Park
- Social spaces with seating and shade
- Walking paths
- Control vehicle access
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Southwest Parcel Master Plan

- Dog play socializing and exercise areas
- Social spaces with seating and shade trees for watching dog play, picnicking and socializing
- Unpaved pedestrian paths around perimeter for dog walking, jogging or neighborhood pedestrian connection
- Control vehicle access with entry signs, gates, bollards, boulders or benches
- Neighborhood presence discourages illegal and unwanted activities.
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Southwest Parcel Dog Park

• Separate small and large dog off-leash enclosed play areas
• Vegetative buffer for closest neighbors
• Impact focused on already disturbed areas
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Strip Parcel Program

- Start to build safe off-street pedestrian link to Lyons Elementary School
- Link neighborhood with a pedestrian corridor
- Auxiliary on-street parking
- Address dumping and abandoned cars
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Strip Parcel Master Plan

Birds-eye looking North
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Strip Parcel Parking

- Shaded, parallel parking for:
  - Linear Park Visitors
  - Guests
  - Resident Overflow

Aerial View Looking East

Pedestrian View Looking West
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Strip Parcel Pedestrian Pathway

- Seating
- Shade
- Connection

View From Street Looking Northwest
View From Path Looking West
Looking East
View From Street Looking Northwest

Cross Section Looking West
The Groves-Lincoln Park

Strip Parcel Vegetative Buffer

- Create Privacy Screen for Residents
- Buffer Noise

View From Pedestrian Path Looking West