project recommendation & site analysis
The intent of this project is to expand the presence of the Mat Bevel Institute to Stone Avenue, inherently presenting the artwork of very unique artists’ to the public. Through the creation of an outdoor space people can freely interact with the artwork designed, thereby becoming more intimately aware and understanding the process that moves from inspiration to reality. The dynamic nature in which the outdoor plaza space engages the public is through specific and direct sight lines, which moves vehicular traffic into the institute. The pedestrian is drawn through the playfulness of apertures, which are moments of engagement into the space visually. The creation of a park-like theater provided for on the west side of the building, reflects the values and the goals held by the Mat Bevel Institute. This space is the sculpture garden, the outdoor performance theater, the outdoor cafe, and more; it is the place where people can see the process of making art occur again and again.
phase 1

congcrete work
- salvage existing concrete slab for later placement on texturized areas
- pour all concrete slabs to indicated elevations included in phase 1; concrete ramps at the entry should be also poured according to the slope indicated
- the concrete slab adjacent to the west wall of the existing building, must have partially embedded anchor bolts, which will serve to secure the steel screen wall to the ground
- pour in place all the concrete planters in phase 1
- erect a 12’ concrete wall at the western edge of the property
- angle existing sidewalk to run alongside the wall

landscaping
- plant trees at indicated points on the west side of the site
- vegetation to be planted in the concrete planters is indicated on the site plan
- all vegetation planted will require an irrigation system to provide water for at least 2 years

facade improvements
- a steel screen wall 2’ in front of the existing building, will be connected to the concrete slab, through the anchor bolts, which were placed in the slab when it was being poured
- construct the steel panel fence to encompass and protect southern edge

temporary edges
- contain and protect north edge of plaza area, through a chain link fence until phase 2 can be executed

phase 2

congcrete work
- concrete slabs indicated in phase 2 to be poured
- Bevel symbol to be etched into new hardscape surface, which is in front of the new screen wall expansion
- remaining concrete planter to be poured in place

facade improvements
- screen wall extended from the existing building’s façade of north edge of the site, almost touching the adjacent building to the north
- a roll away steel panel gate to be designed and built, to contain and protect the expanded plaza space

landscaping
- vegetation to be planted in planters accordingly, once the concrete cures

on-site parking
- asphalt to be poured in southern parking lot
- parking spaces to be stripped over asphalt and railroad ties to be placed in accordance with parking spaces

phase 3
- new building designed and constructed on the north side of the site to serve as an expansion to the Mat Bevel Institute
VEGETATION

shade trees
Palo Brea
Blue Palo Verde

shrubs
Mexican Flame Anisacanthus
Desert Marigold
Red Bird of Paradise
Penstemon Species
Baja Ruellia
Blue Chihuahuan Sage
Globe Mallow

accents
Huachuca Agave
Golden Barrel Cactus
Santa Rita Prickly Pear

ground cover
Calyophus
Blackfoot Daisy
Verbena
Wildflower Mix

The next several pages are taken from the following source, which provided vital information about vegetation in this particular region. For more information regarding vegetation refer to this source.

**Balseya multiradiata**

**Desert marigold**

Asteraceae (Compositae) Family

**COLD HARDINESS**

Low, and representative species are at lower elevations of high areas. Serious frost early in the spring and some winter damage may result.

**LANDSCAPE VALUE**

Native perennial, with yellow flowers that attract various pollinators. Suitable for various landscaping applications.

**CULTURAL REQUIREMENTS**

Exposure: Full sun to light shade.

Water: Requires moderate to low water requirements. Pest resistant, with minimal maintenance.

**POSSIBLE PROBLEMS**

Fungi and nematodes can be problematic.

**Notes:** Useful for desert landscaping.

---

**Caesalpinia pulcherrima**

Red or purple pride of Barbados

Leguminosae (Leguminosae) Family

**COLD HARDINESS**

Low and intermediate species.

**LANDSCAPE VALUE**

Attracts wildlife and hummingbirds. Provides seasonal interest in landscaping, with flowers in late spring and summer.

**CULTURAL REQUIREMENTS**

Exposure: Full sun to light shade.

Water: Requires moderate to low water requirements. Pest resistant, with minimal maintenance.

**POSSIBLE PROBLEMS**

Fungi and nematodes can be problematic.

**Notes:** Useful for desert landscaping.

---

**Penstemon species**

Beard tongue, Desert penstemon

Scrophulariaceae Family

**COLD HARDINESS**

Low and intermediate species.

**LANDSCAPE VALUE**

Native perennial, with colorful flowers that attract various pollinators. Suitable for various landscaping applications.

**CULTURAL REQUIREMENTS**

Exposure: Full sun to light shade.

Water: Requires moderate to low water requirements. Pest resistant, with minimal maintenance.

**POSSIBLE PROBLEMS**

Fungi and nematodes can be problematic.

**Notes:** Useful for desert landscaping.

---

**Russelia equisetiformis**

Lava fountain

Scrophulariaceae Family

**COLD HARDINESS**

Low and intermediate species.

**LANDSCAPE VALUE**

Attracts wildlife and hummingbirds. Provides seasonal interest in landscaping, with flowers in late spring and summer.

**CULTURAL REQUIREMENTS**

Exposure: Full sun to light shade.

Water: Requires moderate to low water requirements. Pest resistant, with minimal maintenance.

**POSSIBLE PROBLEMS**

Fungi and nematodes can be problematic.

**Notes:** Useful for desert landscaping.

---

**Salvia chamaedryoides**

Blue chamaedryoides sage

Lamiaceae (Labiatae) Family

**COLD HARDINESS**

Low and intermediate species.

**LANDSCAPE VALUE**

Attracts wildlife and hummingbirds. Provides seasonal interest in landscaping, with flowers in late spring and summer.

**CULTURAL REQUIREMENTS**

Exposure: Full sun to light shade.

Water: Requires moderate to low water requirements. Pest resistant, with minimal maintenance.

**POSSIBLE PROBLEMS**

Fungi and nematodes can be problematic.

**Notes:** Useful for desert landscaping.

---
**Spharacela ambigua**

*Dice mabe*

**Landscape Value**
- Desert perennial garden
- Ground cover plant
- Miscellaneous

**Cultivars**
- Various

**Cultural Requirements**
- Exposure: Full sun
- Water: Water when actively growing in spring and fall, otherwise, water very sparingly
- Soil: Well-drained soil
- Propagation: Seed
- Maintenance: None

**Possible Problems**
- Root and shoot rot
- Root and shoot rot

**Agave purpurea huachucensis**

*Beachu agave*

**Landscape Value**
- Perennial
- Hardy

**Cultural Requirements**
- Exposure: Full sun
- Water: Moderate water requirements
- Propagation: Offset or seed
- Maintenance: None

**Possible Problems**
- Root and shoot rot
- Root and shoot rot

**Echinocactus grusonii**

*Golden barrel cactus*

**Landscape Value**
- Perennial
- Hardy

**Cultural Requirements**
- Exposure: Full sun
- Water: Moderate water requirements
- Propagation: Seed
- Maintenance: None

**Possible Problems**
- Root and shoot rot
- Root and shoot rot

These plants have the following characteristics:
- **Spharacela ambigua**: Low, carpet-like growth, preferring well-drained soils.
- **Agave purpurea huachucensis**: Hardy, requires moderate water and full sun.
- **Echinocactus grusonii**: Golden barrel cactus, hardy, prefers full sun with moderate water requirements.

**Note**: The information provided is for illustrative purposes only. Always consult with local gardening experts for specific care instructions.
phase 1  

**Cost: $46,884**

**Ground Plane**
- 6000 square foot recycled concrete slab  
  $2.50 per sq. foot - $15,000
- 1100 square foot sidewalk  
  $2.75 per sq. foot - $3025

**Existing Façade Improvements**
- 1080 square feet of stucco w/ paint  
  $2.40 per sq. foot - $2592
- Concrete patching as necessary  
  - $1500
- Cut through existing south masonry wall  
  - $1500
- Two metal doors at entrance  
  $500 each - $1000

**Walls and Planters**
- 56 feet, 12 feet high, 8” thick concrete wall  
  $6.00 per sq. foot - $2688
- 2’ high, 6” wide concrete planters - 468 linear feet  
  $6.00 per sq. foot - $2808
- 27 recycled railroad ties  
  $16 each - $432

**Steel Fencing/Screen Wall**
- 180 linear feet of steel frame fencing  
  $6.50 per sq. foot - $1170
- 2 rotating, walk-through gates  
- 1 20’ rollaway steel gate
- 120 4’ x 4’ open grip steel panels (100%)  
  $3.50 per sq. foot - $5760
- 800’ of light gauge steel C channels  
  $4.00 per lin. Foot - $3200
- Adequate Nuts, bolts, and washers  
  $0.04 each - $200
- 8 Anchor Bolts  
  $8.00 each - $64
- Labor cost of on site welding  
  $75 per hr. - $500
- 80’ of 1.5” x 1.5” tube steel  
  $0.91 per lb. - $1200

**Vegetation - professionally planted including drip irrigation**
- 4 Palo Brea trees  
  $250 each - $1000
- 3 Blue Palo Verde trees  
  $250 each one - $750
- 36 Shrubs  
  $50 each - $1800
- 15 Accents  
  $50 each - $750
- 27 Ground Cover  
  $35 each - $945
- 200 s.f. wildflower mix  
  $2.50 per sq. foot - $500
### phase 2

**cost: $31,874**

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<th>Quantity/Description</th>
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<tr>
<td>ground plane</td>
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<tr>
<td>8700 sq. feet of asphalt surface</td>
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<tr>
<td>3000 sq. feet concrete slab</td>
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<td>$2.50</td>
<td>$7500</td>
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<tr>
<td>planters</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2' high, 6&quot; wide concrete planters - 100 linear feet</td>
<td></td>
<td>$6.00</td>
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<tr>
<td>steel screen wall</td>
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<tr>
<td>30 4' x 4' open grip steel panels</td>
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<td>900' of light gauge steel C channels</td>
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<td>200' of 1.5&quot; x 1.5&quot; tube steel</td>
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<td>Adequate Nuts, bolts and washers</td>
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<td>Labor costs of on site welding</td>
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<td>$75 per hr.</td>
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<tr>
<td>8 Anchor bolts</td>
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<td>$8 each</td>
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<tr>
<td>vegetation</td>
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<tr>
<td>1 Palo Brea tree</td>
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<td>$250 each</td>
<td>$250</td>
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<tr>
<td>23 Shrubs</td>
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<td>$50 each</td>
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<td>3 Accents</td>
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<td>$50 each</td>
<td>$150</td>
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<tr>
<td>18 Ground Cover</td>
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<td>$35 each</td>
<td>$630</td>
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**total cost of phase 1 & phase 2:** $78,758

* labor costs are included

### phase 3

**exterior lighting**

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<tr>
<td>6 Light Posts</td>
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<td>$2800 each</td>
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**new building**

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<tbody>
<tr>
<td>5400 square foot building north of existing</td>
<td></td>
<td>$65 per sq. foot</td>
<td>$351,000</td>
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EXECUTIVE SUMMARY.
The Mat Bevel Institute is requesting the City of Tucson Back To Basics grant funding in the amount of $75,000 for permanent infrastructure improvements and landscape enhancements to the historic property located at 530 N. Stone Avenue in downtown Tucson, Arizona. The monies will be used to improve the physical property, restore the historic value of the building, and beautify the area through creation of a visually appealing “green-art” zone along one of the city’s oldest corridors, Stone Avenue. Located strategically at the intersection of two key corridors slated for development, Stone Avenue and planned Aviation Highway (now Sixth Street), the project supports existing city efforts for long-term improvements in this area. In addition, this intersection marks the north entrance to downtown Tucson and the south entrance to the Stone Avenue Corridor.

Organizational Structure:
The Mat Bevel Institute is a community based, non-profit 501(c)(3) organization dedicated to the purpose of artistic inspiration and “Building Community Through Art” in Tucson, Arizona. To this end, the Mat Bevel Institute provides a culturally diverse community space for artistic, educational, musical and family-oriented events. In addition, the Institute is a theater and a working artist’s studio where people can see the development of art from inspiration to completion. The Institute’s focus on using “found objects” to create art raises awareness of conservation, creativity, resourcefulness and art as a reflection of the surrounding culture.

Grant Request Purpose and Objectives Overview:
The Mat Bevel Institute’s project for Back To Basics grant funding is designed to improve the façade and surrounding landscape while restoring historic value to the property located at 530 N. Stone. The establishment of a “green zone” with trees and plants, in conjunction with the installation of a sculptic fence that contains a sculpture garden, will provide pleasing, inspiring, entertaining public art for vehicular, bicycle and pedestrian traffic. Recycled materials and conservation techniques will be employed, when possible, in order to manage costs, encourage creativity and preserve resources.

This Back To Basics grant request reflects Phase I of a long-term plan to create green-art zones, or gardens, in the block that is defined by Sixth Street, Stone Avenue, Speedway Boulevard and Seventh Avenue. These zones will showcase both permanent and changing public art in open spaces for the enjoyment of residents and visitors alike. The green-art zones will also have containment capabilities so that public events can be held in this historic arts district neighborhood, adjacent to the downtown economic and government center of Tucson.

Mat Bevel Institute’s property improvement and landscape plan integrates several key ingredients including:
1. Support of existing City of Tucson efforts.
   -Integrates long-term development of the Aviation Corridor with eventual plans for pedestrian pathways, retail business, parking and public art at Stone and Sixth
   -Partners with Tucson Department of Transportation’s Planning & Engineering Division to implement the Stone Avenue Corridor recommendations on streetscape enhancements, pedestrian and traffic improvements, economic development, historic preservation and overall visual appeal
2. Preservation of historic property along one of the city’s oldest corridors
3. Creation of “green-art” zones in the historic arts warehouse district with capacity for public use, adjacent to the commercial and governmental center of Tucson
4. Utilization of recycled materials and conservation techniques, whenever possible
PROJECT DESCRIPTION.
The Mat Bevel Institute’s grant proposal, which improves the historic property located at 530 N. Stone, establishes several key partnerships with the City of Tucson Department of Transportation’s Planning & Engineering Division, LavaWorks, WestWordVision and the University of Arizona’s School of Planning in the College of Architecture, Planning and Landscape Architecture. In addition, the project has the support of the West University Neighborhood Association.

The Tucson Department of Transportation will offer assistance to ensure compliance with the Stone Avenue Corridor Study recommendations. In addition, although this portion will not be completed under this grant application, Mat Bevel Institute will work in partnership with the Tucson Department of Transportation to implement streetscape improvements within the next 2 years. Mat Bevel Institute with LavaWorks and WestWordVision will be responsible for the landscaping, fence, sculpture garden and façade improvements. The University of Arizona’s School of Planning in the College of Architecture, Planning and Landscape Architecture will develop plans and designs. The West University Neighborhood Association will assist in cultivating a volunteer participant network and will also offer valuable input into the long-term strategic objectives of the area. The plan encompasses several key improvements including:

**Sculpture Garden and Landscaping:**
A Mat Bevel sculpture garden will be installed in the unused cement pad located immediately to the west of the building at 530 N. Stone. Improvements to this area, and the adjacent area next to the sidewalk, include grading of some of the existing cement pads, addition of plants, trees, rocks, soils and a brick walking path, integration of a water harvesting system, design and installation of sculptures and lighting system. Ample parking is located to the north and south of the garden.

**Art Fence and Gate:**
An art fence and gate installation at the front of the property will encompass the sculpture garden, making it available as an outdoor work space and performance venue. The fence will utilize LavaWorks’ patented Lava product and technology to form the wall base with wrought iron post work and Mat Bevel’s unique found-object sculptures and kinetic lighting system.

**Façade Improvement:**
In order to beautify the neighborhood and preserve the historic character of the property, the historic brick on the exterior of the building will be restored to its original condition through sandblasting. Damaged bricks will be repaired and vine-like plants such as bougainvillea will be added to the building. Adjacent building wall surfaces to the north and south of 530 N. Stone will be sandblasted or painted.
### CAPITAL DISBURSEMENT.

**Budget:**

<table>
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<tr>
<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Sculpture Garden/Landscaping</td>
<td>$35,000</td>
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<tr>
<td>Façade Improvements</td>
<td>$30,000</td>
</tr>
<tr>
<td>Containment Fence &amp; Gate</td>
<td>$45,000</td>
</tr>
<tr>
<td>Lighting</td>
<td>$20,000</td>
</tr>
<tr>
<td>Planning/Permitting/Engineering</td>
<td>$10,000</td>
</tr>
<tr>
<td>Foundation Removal/Regrading</td>
<td>$20,000</td>
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<tr>
<td><strong>TOTAL BUDGET:</strong></td>
<td><strong>$160,000</strong></td>
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**Cash Commitments:**

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<tr>
<td>Rebecca R. Ruopp, Parsons Brinckerhoff</td>
<td>$100</td>
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<tr>
<td>Alianza</td>
<td>$100</td>
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<tr>
<td>Paula Schaper</td>
<td>$200</td>
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<tr>
<td>PRO Neighborhoods (grant in application)</td>
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<tr>
<td><strong>TOTAL CASH COMMITMENT:</strong></td>
<td><strong>$5,400</strong></td>
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**In-Kind Commitments:**

- City of Tucson Department of Transportation’s Planning & Engineering Division (consultation): $1,000
- Tucson Water’s Water Conservation Manager, Fernando Molina (consultation): $500
- Eco3000 (plants, soils, rocks, landscaping): $4,000
- Tucson Clean & Beautiful (trees): $500
- Aqua Vita (120 gallons drinking water): $1,560
- Cultivated Ground (landscape consultation/design): $5,000
- University of Arizona’s School of Planning in the College of Architecture, Planning and Landscape Architecture outreach program Community Planning & Design Workshop (plans): $5,000
- WestWordVision (work/delivery truck/materials coordination): $5,000
- John Mount (welding): $4,000
- LavaWorks (construction management/equipment): $20,000
- Mat Bevel (artistic direction/sculptures/lighting design): $30,000
- Sherwin Williams (paint): $100
- Dunn-Edwards (paint): $100
| **TOTAL IN-KIND COMMITMENT:**                  | **$76,760** |

**Back To Basics Requested Amount.** $75,000

### TIME LINE.

*Beginning November 1, 2002 and concluding by June 15, 2003*

- Design/Planning/Permitting: 3 months
- Demolition/Clean-up: 1 month
- Installation/Landscaping: 3.5 months
CURRENT CONDITION OF 530 N. STONE AVENUE
Perspective: Looking south at downtown Tucson with Stone Avenue to the right

Mat Bevel Institute has already cleaned up a great deal of the debris from the exterior surface of the building, remnants from the buildings that were torn down around it. Now, the brick will be restored to its original beauty.

The scarred pad in front of the building was formerly another building that was torn down. Its scarred pad will be converted into a beautiful sculpture garden with green landscaping and art.

Scarred cement pads remain from previous buildings that were torn down at this location. These pads, which serve as parking, will be demolished and regraded to make the property look better and ensure safe traffic flow.

PROPOSED IMPROVEMENTS TO FAÇADE AND GROUNDS AT 530 N. STONE AVENUE
Perspective: Looking northeast at the Catalina Mountains with Stone Avenue to the left

building surfaces will be sandblasted in order to restore them to their original historic condition. Brick repairs will be made, where necessary, and climbing vines such as bougainvillea will be added to introduce colorful living plants

decorative pavement surfaces on either side of the center sculpture garden will be demolished and regraded to ensure safe vehicular, bicycle and pedestrian traffic

parking resurfacing
the area in front of the sculpture garden, adjacent to the sidewalk, will be landscaped with trees, cacti and other plants
a sculpture garden with an artistic containment fence provide public art and an outdoor venue
INITIAL DESIGN PROPOSAL

- building
- parking
- trees
- fence
- corner posts
- side walk
- Stone Ave.
Project:

Street Frontage and façade improvements, at the corner of Stone Ave. and Sixth Street, must respond appropriately to future road improvements intended for the area.

Values:

Dedicated to artistic inspiration: “Building Community through Art”; promotion of creativity, conservation, and resourcefulness through the use of artwork, which serves as a reflection of the surrounding culture.

Activities:

1. a theater, promoting a culturally diverse community for artistic, educational, musical, and family-oriented events;
2. a working artists’ studio, where people can see the development of art from inspiration to completion

Goals:

Creation of a park-like atmosphere; integration of trees, plants, and sculptures; “sculpture garden”

- design should be attractive to the community and city
- to bring people into the institute
- to attract and to convey artwork to the public
- edge adjacent to Stone Ave. to be predominately developed and improved

Ideas on Project:

- transparent fence to define area (note: fence as artwork, working in conjunction with artists to design)
- use of existing slab- sandblasting, painting, etc. to articulate surface
  - configuration of 8 trees in a compass; holes in the concrete slab would be cut for the trees
- indigenous trees for shade, probably palo verdes and/or mesquites
- neon signs, bright and bold coloring, flashing lights: reflecting qualities of artwork
- outdoor area to serve as a transition and linking space for people, place for special events and activities to occur
- study connection between inside and outside spaces
- central element in outdoor space
  - such as a light post, incorporating solar powered artwork (ex. Butterfly)

Future Considerations:

1. Conversion of interior space into an intimate café; about 65 people, due to the number of bathrooms to service guests. Sculptures will be used to define space, allowing the artwork to become an integral part of the experience; hours of operation would be around 6 to midnight.

2. Stone Corridor Roadway Improvements- changes will occur within next year, 2004 (refer to supplemental drawings for specifics)

3. Barraza-Aviation Parkway- will widen and decrease the elevation at Stone Ave. and Sixth Street- changes will occur between 14-20 years (refer to supplemental drawings for specifics)
make presence of institute to public known; address the street
PHOTOGRAPHS | SITE

stone edge conditions

1

2

3
echol's edge conditions
existing entrance
nw corner: structural concerns, consult with structural engineer on any changes to corner
ground conditions
a view of stone ave. from mat bevel site
Call the Tucson Arts District Partnership at 624-9977 for more information about these and other Arts District programs.

Tucson Warehouse Historic District

NOMINATION TO THE NATIONAL REGISTER
OF HISTORIC PLACES, PREPARED FOR
THE TUCSON ARTS DISTRICT
PARTNERSHIP
BY AZTLAN ARCHAEOLOGY, INC.
ENVIRONMENTAL CONSULTANTS, APRIL 1999

Tucson Arts District Partnership
P.O. Box 3009
Tucson, AZ 85702
(520) 624-9977

All photographs courtesy of Arizona Historical Society.
The Tucson Arts District Partnership, Inc.

The Tucson Arts District Partnership, Inc. is a non-profit, charitable organization incorporated in 1989. The organization is governed by a Board of Directors representing arts, business, economic development, tourism, historic preservation and neighborhood interests.

Mission and Purpose
The Tucson Arts District Partnership, Inc. is the principal development and management entity for the Tucson Arts District, a multi-faceted arts, cultural and commercially based downtown revitalization project. The work of the Arts District Partnership is designed to provide a focused arena for the community's wealth of arts and cultural resources while reinvigorating the city center by creating a framework through the arts in which economic growth can occur.

Art Space Development Loan Program
The Tucson Arts District Partnership, Inc. offers low interest loans for the purchase and/or physical improvement of properties for arts uses. Some loans are available on properties located throughout the Arts District; loans of over $75,000.00 have been issued through the Art Space loan program since 1992. The Warehouse District Loan Program initiated in 1997 specifically targets the creation of new arts uses in the warehouse district. Loans of over $161,000.00 have contributed to 5 projects with multiple studio, gallery and performance spaces. Additional funds are available to support additional new arts projects within the area.

Committee and Workshops
Advice on project development is offered by the Arts District's Art Space Committee and through technical workshops held throughout the year. The Art Space Committee is comprised of community members representing diverse professions. This year's workshops focus on grant opportunities available in areas surrounding downtown for environmental assessment, the permitting and inspection process for developing live/work space, and an assessment of downtown real estate opportunities.

Information and Referral
The Arts District staff provides information about available spaces for studios, live/work opportunities, galleries, performances and arts related businesses. Property assessment to identify potential art spaces and match users with these spaces is ongoing.

Tours
Warehouse District walking tours focus on the development of the area related to the arrival of the railroad in 1880. Current tours focus on structures built for storage of goods and commercial uses with visits to a few of the artist studios now located in the area. A new tour, currently planned to be offered in the spring of 2001, will focus on structures whose construction specifically relates to railroad use such as the Southern Pacific Railroad Depot, additional railroad structures, and nearby hotel properties.

Tucson Warehouse Historic District
The Tucson Warehouse Historic District was officially listed on the National Register of Historic Places in October 1999. The area's significance derives from Tucson's role as the primary distribution center for goods for Tucson and southern Arizona in the first half of the 20th century, and the resulting growth and economic development. The architecture of the area is a distinct group of buildings that, in design and construction, embody their association with railroad uses.

Union Pacific Railroad Depot
(Formerly Southern Pacific Railroad Depot)
The depot property was acquired by the City of Tucson in 1998. Built in 1907 to replace the earlier wood frame station, the depot originally had symmetrical, highly ornamented facades. An expansion and remodeling in 1941-42 created the current Mission style two-story structure. The City of Tucson's Transportation Department, following a public involvement process, has developed the Downtown Tucson Intermodal Center Master Plan with the depot functioning both as a central hub of transit and a destination. A historical and structural analysis for the depot complex is underway with renovation to follow in the future.

Future
Spaces for arts uses continue to be in demand in the downtown area with warehouses comprising a significant opportunity for adaptive reuse of large open spaces. Many of the largest warehouse structures previously identified for potential development now contain arts uses or arts uses plus additional commercial businesses. A significant opportunity exists with artists' continued use of the warehouses along Toole, Stone and Sixth Street whose ownership is planned to be transferred from the State of Arizona to local control in the near future.
History

When the railroad arrived in Tucson on March 20, 1880, great changes were predicted for the community of 7,000 residents. But over the next two decades, very little changed. As one local businessman commented, "We stood practically still from 1884 and 1896—a period of 12 years. During that time, I don't believe there was a single house built in Tucson. Everybody was downhearted, discouraged and disgusted."

The Southern Pacific train depot had been located 3/4 of a mile from town and was surrounded by desert in 1880. Over the next several years, only a hotel and three warehouses would be built near the depot.

Then in 1890, J. Knox Corbett opened a lumber yard on the north side of the tracks. Shortly after that, a few residences and then some commercial establishments were built in the area. At the same time, large warehouse buildings were constructed along Toole Avenue to hold the produce, dry goods and other merchandise which was coming into the growing city.

Tucson's first public transportation system, incorporated in 1897 and consisting of mule-drawn streetcars, ran through the warehouse area along Stone Avenue as part of the route connecting the depot with town and the University of Arizona which had been founded in 1891.

By 1920 there were over 100 residences, a large number of retail businesses and numerous warehouses on either side of the tracks between 4th and 9th Avenues. In 1916, the 4th Avenue underpass had been opened allowing for greater commercial development north of the tracks. This resulted in new businesses being built which forced residential units to be demolished.
In 1930 6th Avenue was an Auto Mall with three new car dealerships within one block. Sixth Street was lined with auto repair businesses and service stations could be found on Stone Avenue north of the tracks. The streetcar system, which had been electrified in 1906, made its final run on December 31, 1930 at midnight leaving the car barn on Stone, making a trip to the University and then back. In that same year, the 6th Avenue underpass was opened, making access into and out of downtown even easier. Six years later the Stone Avenue underpass would be built, completing the series of subways under the tracks in the warehouse district.

As more and more businesses located in the district, the number of residential units declined. Eventually only a few homes remained in the area, located along Herbert Avenue south of 6th Street. As the residences were removed, the retail businesses which had been established to serve them also began to disappear from the district.

While World War II brought substantial changes to the warehouse district in the form of ration coupons and no new automobiles to sell, by the late 1940s the district had returned to its place of commercial importance. In 1947 a new four door Chevrolet could be purchased for under $1,400 from O’Rielly’s on 6th Avenue and a Coke was 5 cents at the Crystal Bottling Company.

In 1955 a proposal was made to move the railroad tracks south and west out of the downtown area. This would have completely changed the warehouse district but Southern Pacific rejected the plan. By the end of the 50s, some businesses had left the district while others had opened branch outlets in the newly developing parts of Tucson.

The 1960s and 70s saw the warehouse district in a period of decline and deterioration. Fire destroyed some buildings and a lack of maintenance of the aging structures was a serious problem. Also by this time many of the major businesses had left the district and some buildings were vacant, inviting vandalism.

In 1982 a proposal was made to build the last mile of the Aviation Parkway project through the center of the warehouse district. The State of Arizona purchased many buildings for eventual demolition but leased them back to artists and others on a temporary basis. Over time however, community opposition led to plans for the last mile of the parkway being dropped so the buildings of the warehouse district were saved. In April 1993, an electric trolley connecting the warehouse district with the university campus was reborn as Old Pueblo Trolley.

Today the Tucson Arts District Partnership is working to preserve and improve the warehouse district for use by artists and other small businesses. It has led the effort to have the district listed on the National Register of Historic Places and is working to ensure that the buildings are maintained. In the future it hopes to see the district become, once again, a center of activity for the community.

By David Devine
FACTORS | ART DISTRICT

DIRECTORY

Armory Park Neighborhood

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#28 Sabino Stoneware Pottery

#30 Historic YWCA

#32 Iron Horse Neighborhood

#33 Alyse Durr

#34 Sandra Raymond

#35 Toole Shed Studios*

#36 Besdor Frogs

#37 Stu Jones

#38 MOCA

#39 Solar Culture Warehouse*

#40 Mat Bevel Institute

#41 Historic Steinfeld Warehouse*

#42 Alana Woodworkers Collective

#43 Alana Gallery

#44 E4 Diversities Underwater Sea Sculpture Gallery

#45 Chuck Press/Cynthia Miller Studio

#46 Ellen McRae

#47 Alice Willey

#48 Flores House Artists*

#49 Leticia Young

#50 Erica Anderson/Lennieburg Arts

#51 Jason W. Falk

#52 Redeemed Art

#53 Steven Denks

#54 Infusion Gallery

#55 Splinter Group Studios*

#56 David S. Picture Framing

#57 Rick Sotoway Studio

#58 Eric Tschaikman

#59 Tucson Arts Brigade

#60 Red Bam Theater

#61 Industrial Arts Warehouse

#62 Lian St. Pierre

#63 Ted Hard

#64 Neal Collins and Joop Vanderendellos

#65 Carbonbase Studios

#66 Argentina Polo & Leather

#67 Diane Mansfield Colligan

#68 Lucky Street Studios Warehouse*

#69 Ka Fischer

#70 Carolyn King

#71 Dawne Orsburn/Wendy Summer

#72 Gavin Broy

#73 Sarah Kurenow

#74 Andrew Rogers

#75 Hiram Chen

#76 Silver Bus

#77 Sixth Street Art Studios/Warehouse*

#78 Sally Krommes

#79 Catherine Elye

#80 Otto Reality

#81 Katherine Josten

#82 Steve Romerendellos

#83 Laulet Hesler

#84 Tucson Public Works

#85 Gwynn Scollay

#86 Nicholas Forster

#87 Mary Kreuziger

#88 BIGAS Art & Salvage Gallery

#89 Susan O’Terra

#90 Susan O’Terra (not on map)

#91 VIP Tour Starting Point/Hospitality Suite*

Page 9

South Information Site ◐ North Information Site ◐ ◐ Restroom*
Study Background
with Summary of Objectives & Recommendations

Stone Avenue’s History

Stone Avenue is a historically important roadway corridor in central Tucson. As one of the oldest corridors in the city, it has accommodated a range of uses through the years. In the late 19th century, a streetcar line ran along Stone Avenue and served as a primary attraction for industrial and commercial enterprises. These businesses, which were originally scattered among residences along Stone Avenue, eventually dominated the street front. Over time the corridor transformed into the center of automotive-related businesses, ranging from dealerships to specialty services to junkyards. In the early 1900’s, the avenue was designated as part of State Highway 80 and later Highway 89. Stone Avenue was in its heyday. Motels, restaurants, and other uses catering to travelers located along the roadway. Then, in the 1950’s Interstate 10 was built. Travelers bypassed Stone Avenue, and the corridor began to deteriorate. The large automotive dealerships moved, and the motels and restaurants closed or downscaled. What remained were small businesses, such as automotive specialty services and discount retail, interspersed with some institutional, social service, and residential uses. Today, the avenue no longer carries a state highway designation, and all public responsibilities for the corridor rest with the City of Tucson.

How the Study Got Started:
The Stone Avenue Coalition

Although Stone Avenue’s vitality has dwindled over the years, it remains a highly visible north/south corridor into Downtown Tucson, and it serves as the common link for neighborhoods that lie to the east and west of the avenue from 6th Street to Wetmore Road. These neighborhoods have offset their limited financial resources with time, energy, and a commitment to improving their surroundings. In recent years, however, the residents have observed that the deterioration along Stone Avenue is making their efforts to improve the neighborhoods increasingly difficult. To combat this trend, eight neighborhood associations came together to form the Stone Avenue Coalition. The coalition was dedicated to pursuing improvements on Stone Avenue that would benefit both residents and businesses and return the avenue to its historical prominence as a gateway corridor.

The coalition approached the City of Tucson for help. Impressed with the dedication of the coalition and recognizing the importance of the corridor to the city as a whole, the Mayor & Council funded a multi-disciplinary study with the goal of identifying a series of actions that could be implemented over time to upgrade Stone Avenue.
### Study Background

#### Summary of Study Goals & Recommendations

This matrix presents a summary of the recommendations that grew out of the Stone Avenue Corridor Study and indicates how each contributes to key goals for the corridor as identified by members of the Task Force and the general public who participated in various study activities.

<table>
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<th>RECOMMENDATIONS</th>
<th>GOALS</th>
<th>Strengthen corridor identity &amp; image</th>
<th>Contribute to beautification of corridor</th>
<th>Contribute to &quot;greening&quot; of corridor</th>
<th>Increase public activity</th>
<th>Encourage pedestrian and bicycle activity</th>
<th>Encourage increased bus use</th>
<th>Provide uses that meet neighborhood needs</th>
<th>Strengthen neighborhood identity</th>
<th>Celebrate and protect historic resources</th>
<th>Encourage economic development</th>
<th>Limit right-of-way impact on properties</th>
<th>Seek measures to calm traffic</th>
<th>Make safer</th>
<th>Reduce congestion</th>
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Roadway Improvements
Cross Section, Intersections, Access Control, & Parking

Goal
To provide improvements that address vehicular operational issues in balance with improvements to increase alternative mode access, as well as contribute to the livability, aesthetics, safety, and economic vitality of the corridor.

Recommendations
Adopt a typical cross section for the corridor comprised of four travel lanes and a center lane with landscape islands of varying lengths and locations, and, on both sides of the road, continuous bicycle lanes and sidewalks.
The recommended cross section offers enhanced pedestrian crossing opportunities and traffic calming benefits through the extensive use of landscape islands. Further “greening” of the corridor, public art, and pedestrian, bicycle, and transit amenities will be integrated into the improvements.

Control access from cross streets and driveways to improve flow and safety for all transportation modes along Stone Avenue.
Improved control of access will reduce potential conflict points between all users of the roadway and sidewalk area, and should provide increased opportunities for landscaping by minimizing the number of driveways along the corridor.

Driveway Openings The City of Tucson should work with property owners to evaluate the number of driveways per property and, where feasible, to reduce that number to meet, or preferably to exceed, current city standards. Unused curb cuts for driveways should be closed, and any redeveloped or rezoned properties should be brought into compliance with code requirements for driveways and on-site parking. Closing of curb cuts can also, in some cases, allow properties to increase the number of on-site parking spaces by reducing the number of parking aisles. The city, in coordination with property owners, should pursue the consolidation of curb cuts for driveways and, where feasible, the joint use of driveways serving adjoining properties.

In those areas where landscape islands are introduced, the existing center-turn lane will be eliminated. Special attention will need to be given to designing this configuration to address safety and capacity issues.

Balance the provision of moderate capacity improvements for vehicular flow at major intersections with user-friendly pedestrian and bicycle crossings.
All intersection design should include high-standard provisions for making pedestrian and bicyclist crossing at the intersections easier and safer. Such provisions should address signal timing that allows pedestrians to make complete crossings of the intersections in one green signal phase and facilitates the crossing of people with disabilities.
To best promote alternative modes of transportation while providing moderate capacity improvements at the larger intersections along Stone Avenue, the number of lanes added should be minimized. Intersection approaches should have no more than two through lanes with single left-turn and right-turn lanes. In the case of the Stone/Speedway and Stone/Grant intersections, each should have no more than dual left-turn lanes, two through lanes, and one right-turn lane (or some combination of this number of lanes).

Vehicles headed south on Stone and pedestrians walking east across Stone at Stone/Speedway intersection.
**Recommendations Continued**

*Local Street Intersections* Neighborhoods along the corridor are laid out primarily in a simple grid pattern, which results in an excessive number of local street intersections with Stone Avenue in some locations. The spacing of local street intersections is closest along the more historic southern portion of the corridor where the block lengths are short. The number of local street intersections could be reduced to help minimize traffic intrusion into the adjoining neighborhoods and to help improve the operational performance of Stone Avenue.

The City of Tucson has a process in place for assessing the feasibility of fully or partially closing a local street. Included is the collection of neighborhood traffic data with which a strategy for access management can be prepared jointly by the neighborhoods and city staff. In developing an access management plan, the city considers such factors as access to neighborhoods and commercial areas, traffic intrusion into the neighborhoods, emergency and service vehicle access, and pedestrian, bicycle, and transit use.

*Where parking is affected by streetscape enhancements, replace lost spaces through assemblage of property, through reorganization of off-street parking areas for more efficient parking, and/or through the utilization of fully or partially closed streets for angled parking.*

Some parking spaces will be lost when the recommendation for continuous sidewalks is implemented. Alternative parking arrangements should be developed in close consultation with affected property and business owners.

**Questions and Answers on Transportation Issues Related to the Stone Avenue Corridor**

*How much traffic is there along the corridor on a typical weekday?* In 1999, the traffic ranged from about 20,000 vehicles per day near the Tucson Mall to about 32,000 vehicles per day near the Downtown. According to surveys, nearly 20 percent of all trips within the corridor are by bicycling, walking, and taking public transit.

*How well does the corridor function today?* Based on the volumes and the current four-lane cross section, Stone Avenue operates at an unacceptable level of service. During rush hour, however, several signalized intersections perform poorly. The most congestion occurs in the roadway segment between Drachman Street and Speedway Boulevard. The intersections along the corridor north of Sixth Street operate acceptably, with the exception of the Stone/Speedway and Stone/Grant intersections, which exceed congestion standards.

*How is the corridor used?* Surveys indicate that residential neighborhoods, businesses, and institutions within the area between Oracle Road and First Avenue rely extensively on Stone Avenue. The avenue is not used as a major commuter route per se, but does serve as a link for traffic traveling between major east-west and north-south routes. Stone Avenue is a busy Sun Tran bus route, with transit centers at each end of the corridor. It is also a new bike route due to the recent striping of portions of Stone Avenue to include bike lanes. An actively used bike route crosses Stone Avenue at University Boulevard, and another bike route crosses at Blackbridge Drive.

*What is the traffic forecast for Stone Avenue?* Regional traffic forecasts for the Year 2020 indicate that the number of vehicles per day in the busiest segment of Stone Avenue could increase by about one-third. These forecasts are based on very aggressive assumptions about increased employment in the Downtown area. Parallel corridors, including First Avenue and Oracle Road, are expected to have similar traffic volume growth rates.

*How well will the corridor work in the future if the recommendations presented in this Study Card are implemented?* The Study Team believes that the corridor will function acceptably and safely, while concurrently supporting goals of neighborhood protection, economic development, and aesthetic enhancement.

*Have questions about the study results? Contact the City of Tucson Comprehensive Planning Task Force at 791-4505.*

(Cover image)
Urban Design Concepts
6th St. – Wetmore  Recommendations, Urban Form Analysis, & Prototype Developments

Recommendations

1. Require design that (a) reinforces urban character, including densities that provide sufficient population to support increased alternative transportation use and a greater mix of commercial and retail uses, and (b) promotes urban form that allows easy access to adjacent land uses by pedestrians and clear visibility of the uses for all passers-by. Design proposals for properties adjacent to Stone Avenue should demonstrate sensitivity to nearby neighborhoods.

2. Focus on vacant lots and underutilized properties to fill in gaps along the corridor (i.e., infill development) with the objective of stabilizing land uses and encouraging economic development where needed most.

3. Seek opportunities to celebrate the history of Stone Avenue through preservation and creative use of older buildings, unusual signage, and other distinctive elements within the corridor.

4. Incorporate individual pieces of public art and artistic treatment of functional elements, such as pavement, into both public and private projects. Where appropriate, use artistic treatments to help strengthen the identities of the neighborhoods.

Urban Form Analysis

Stone Avenue is an urban corridor made up of varied land uses, block types and sizes, and multiple parcel arrangements and sites. The urban form analysis helps in understanding the corridor’s constituent parts and the corridor as a whole. The analysis process is introduced in the diagram below and further elaborated in the following pages.

1. **Street Grid**
   - This shows the corridor made up of streets as commonly shown on street maps & serves to direct people to places.

2. **Analysis**
   - This is a process of looking at urban form (e.g., street grid) & representing it in a different way that shows underlying patterns & possibilities.

3. **Block Plan**
   - This shows the corridor made up of blocks that reflect the scale of the city as it changes over the length of the corridor.
Urban Design Concepts

Prototype Developments

Q How do we better use existing commercial buildings short on parking?

A Urban Mini-Plaza Prototype featuring renovated buildings framing an outdoor plaza area that integrates pedestrian activities with some parking. (See Study Card titled Adaptive Reuse Development Prototype.)

Cut-Away View of Building Plaza-Building
This illustration shows the adaptive reuse of existing commercial buildings by having them open onto a pedestrian-friendly plaza that provides off-street parking.

Q How do we increase density to support neighborhood retail, increase the use of alternative transportation, and create a more active street front during and after work hours?

A Mixed-Use Development Prototype combining residential, retail, and office uses. (See Study Card titled Mixed-Use Development Prototype.)

Plan View Diagrams:
These diagrams show the possible layouts of a mixed-use development and how this prototype has the flexibility to fit on multiple sites along Stone Avenue.
Landscape Islands

Recommendation

Optimize the number and length of constructed landscape islands down the center of Stone Avenue.

What Are Landscape Islands?

Landscape islands are “mini-medians” consisting of cutouts in the asphalt within the limits of the center lane. These cutouts will vary in length and can be at grade for water harvesting or raised with curbing.

Landscape islands, which are intended to be primarily spaces for landscape, serve the following important functions:

- Provide visual relief from large expanses of paving.
- Contribute to the “greening” of the corridor.
- Create a ribbon of continuity along the corridor.
- Help calm traffic by creating the appearance of a narrowing in the roadway.
- Contribute to the overall vibrancy, safety, and desirability of the area.

What Is in a Landscape Island?

Street Trees
Street trees are closely spaced within the island to emphasize the sense of green and shade. (See Study Card titled Street Trees.)

Concrete Header or Curb
A concrete header at grade or a raised curb protects the edge of the asphalt.

Art Rails
Customized guardrails are used to protect the cars from the trees and the trees from the cars. These rails can be treated as public art and designed to complement both their immediate location and the overall aesthetics of the corridor.

Lighting
Accent lighting incorporated into the landscape islands can spotlight the street trees and art rails and provide nighttime interest.
Plant Palette

Recommended Plant Palette

**Street Trees**
- Acacia smallii – Southwestern Sweet Acacia
- Brachychiton populneus – Bottle Tree
- Quercus buckleyi – Red Oak

**Accent Shrubs**
- Dasyliion wheeleri – Desert Spoon
- Agave weberi – Smooth Edged Agave
- Hesperaloe parviflora – Red Yucca
- Agave vilmoriniana – Octopus Agave

**Green and Pedestrian Node Trees**
- Acacia smallii – Southwestern Sweet Acacia
- Eucalyptus spathulata – Narrow Leaf Gumlet
- Olneya tesota – Ironwood
- Prosopis glandulosa – Honey Mesquite
- Prosopis velutina – Native Mesquite

**Color Shrubs**
- Calliandra californica – Sages Puffy Duster
- Caesalpinia pulcherrima – Red Bird
- Cassia spp. – Cassia
- Dasyliion wheeleri – Desert Spoon
- Hesperaloe parviflora, – Red Yucca
- Lantana spp. – Trailing Lantana
- Leucophyllum spp.– Texas Ranger, Sage
- Salvia spp. – Salvia, Sage
- Verbena rigida – Verbena

**Pilot Project Nodes**
Pilot Project Nodes offer an opportunity to introduce unique plant species not found in this list, as well as experimental growing techniques. Such projects should contribute to the overall effort to create a distinct, greener, self-sustaining, and more beautiful corridor. These projects could be initiated by neighborhoods or businesses and funded through sources that support special projects. Pilot project species and/or growing techniques that prove successful should be considered for integration into the Stone Avenue landscape on a more regular basis.

Have questions about the study results? Contact the City of Tucson Comprehensive Planning Task Force at 791-4505.
LEGEND

- DISTRICT BOUNDARY
- TROLLEY LINE
- TROLLEY STOP
- LRT LINE
- LRT STATION
- GATEWAY PARKING
- MINOR GATEWAY
- ANNOUNCEMENT → MAJOR GATEWAY → ARRIVAL

GATEWAY SEQUENCE

CHARACTER ZONE KEY

- Arts Sub-Districts
- Historic Neighborhoods
- Commercial/Business Zones
- Tourism Focused Zones
- Recreation Areas
- Industrial/Utility Zones
circulation framework and character zones
SITE INFO | EXISTING USES

surrounding businesses on stone ave.
C-3 commercial zone

The purpose of the C-3 zoning provides for mid-rise development of general commercial uses that serve the community and region, located downtown or in other major activity center areas. Residential and other related uses are also permitted.

The following land use classes are permitted in this zone:

- Commercial use groups are as follows: administrative and professional office “34”; alcoholic beverage service “33”; animal service “33”; automotive-service and repair “33”; billboard “32”; building and ground maintenance “33”; communications “34”; construction service “33”; day care “34”; entertainment “34”; financial service “34”; food service “33”; funeral service “33”; medical service-extended health care “34”; medical service-major “34”; medical service-outpatient “34”; parking “34”; personal service “33”; research and product development “34”; technical service “34”; major and minor trade service and repair “33”; transportation service-land carrier “34”; and travelers’ accommodations-lodging “34”.

- Retail trade use groups are as follows: construction material sales “34”; food and beverage sales “34”; general merchandise sales “34”; heavy equipment sales “33”; swap meets and auctions “33”; and vehicle rental and sales “34”.

- Civic use groups are as follows: civic assembly “34”; correctional use-supervision facility “8”; cultural use “34”; educational use—elementary and secondary schools “34”; educational use- instructional schools and postsecondary institution “34”; membership organization “33”; postal service “34”; protective service “34”; and religious use “34”.

- Industrial use groups are as follows: craft work “33”; processing and cleaning “33”; and salvaging “33”.

- Recreational use groups are as follows: golf course “1”; neighborhood recreation “33”; and recreation “34”.

- Residential use groups are as follows: family dwelling “S”; group dwelling “33”; residential care services-adult care service or physical and behavioral health services “33”; residential care services-shelter care of victims of domestic violence “33”; and residential care services-rehabilitation service or shelter care “33”.

- Restricted adult activities use group are as follows: adult commercial services “33”; adult recreation “33”; and adult retail trade “33”.

- Storage use groups are as follows: commercial storage “34”; and personal storage “34”.

- Utilities use groups are as follows: distribution systems “33”.

- Wholesaling use groups are as follows: business supply and equipment wholesaling “34”; construction/heavy equipment wholesaling “34”; and food and beverage wholesaling “34”.

The following special exception land uses are not permitted within this zone, unless approved through the special approval procedure noted for the Land Use Code, and are subject to other conditions:

- Residential use groups are as follows: resident care services-rehabilitation service or shelter care “31”.

- Civic use groups are as follows: correctional use: -custodial faculty “8”; and educational use-elementary and secondary schools “34”.

- Commercial services use group are as follows: alcoholic beverage service-large bar “33”; communications “34”; entertainment-dance hall “33”; food service, limited to soup kitchen “33”; and medical services-outpatient, limited to a blood donor center “33”.

- Retail trade use groups are as follows: food and beverage sales-large retail establishment “34”; and general merchandise sales-large retail establishment “34”.

Secondary land uses within this zone are as follows:

general home occupation applications and general farming agricultural uses are permitted as secondary land uses to family dwelling; general manufacturing, heavy equipment manufacturing, perishable goods manufacturing, precision manufacturing, and primary manufacturing are permitted as secondary land uses to the commercial services, retail trade, or wholesaling use group; religious cemeteries and salvaging are permitted as secondary land uses to religious use; hazardous material storage is permitted as a secondary land use to a permitted land use; perishable goods manufacturing is permitted as a secondary land use to alcoholic beverage services; salvaging is permitted as a secondary land use to educational use; and salvaging is permitted as a secondary land use to all uses in the commercial services and retail trade use groups.
Shade Trees

The following list of trees are possible choices for the area, but as with all landscape requires time to grow and develop into the shading element they are intended for in the designed outdoor space.

Sweet Acacia (Huisache)
*Acacia farnesiana*
Height: 10-20 feet
Spread: to 20 feet
- tiny fragrant yellow-orange flowers arranged in fluffy balls; bloom period vary with region
- tolerates heat, drought
- fast growing with adequate water

Chilean Mesquite
*Prosopis chilensis*
Height: 15-30 feet
Spread: to 40 feet
- not a native mesquite, but commonly planted in southwest deserts
- fast-growing with bright green and fine-textured foliage
- maintenance required to stake and develop height and permanent framework more rapidly

Common Mesquite
*Prosopis juliflora*
Height: 15-30 feet
Spread: to 40 feet
- tolerant of heat and drought, though grows slowing under these conditions
- responses in a similar way as the Chilean Mesquite

Netleaf hackberry (Palo Blanco)
*Celtis reticulata*
Height: 10-40 feet
Spread: 10-40 feet
- deciduous tree, thick canopy of green lives
- dense summer shade
- produces a tiny, hard red berries, relished by many birds
- fairly tolerant of drought and poor soils with adequate moisture
Blue Palo Verde
*Cercidium floridum*
Height: 15-30 feet
Spread: 15-30 feet
- drought resistant, but slow growing
- watering as young tree to encourage growth
- spectacular flower displays

Foothills Palo Verde (Little-leaf palo verde)
*Cercidium microphyllum*
Height: 6-20 feet
Spread: to 6-20 feet
- most abundant of desert trees in southern Arizona
- tiny yellow-green leaflets
- remarkable ability to withstand heat, drought, caliche, and poor soil, but slow to develop under these conditions

Mexican Palo Verde (Jerusalem thorn)
*Parkinsonia aculeata*
Height: 20-40 feet
Spread: 20-40 feet
- survives drought, heat and poor soils, but often lost as a young tree as a result of palo verde root borer attack
- develops so rapidly from seed, it is often planted directly in permanent location