



Volume IV  
Commercial Corridors  
Profile of Existing Conditions:

Drachman Institute  
College of Architecture, Planning, and Landscape Architecture  
University of Arizona



College of Architecture, Planning, and Landscape Architecture  
design planning research community outreach  
capla.arizona.edu / drachman



**Cover Page: NSP2 Target Area**

*The red outline indicates the perimeter of the NSP2 Target Area in Pima County, Arizona. Purple shaded areas represent the parcels of the commercial corridors assessed in this report.*



Community Planning and Project Evaluation

Neighborhood Stabilization Program 2

Commercial Corridor Profile of Existing Conditions, Volume IV

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*Drachman Institute is the research-based outreach arm of the College of Architecture, Planning, and Landscape Architecture (CAPLA) at The University of Arizona. The Institute is dedicated to environmentally-sensitive and resource-conscious planning and design with a focus on under-served and vulnerable communities. As an interdisciplinary collaborative, we engage students, staff, faculty, and citizens to work towards making our communities healthier, safer, more equitable, and more beautiful places to live. We embrace a service-learning model of education serving the needs of communities while providing an outreach experience for students. This model is a fundamental educational goal consistent with the mission of CAPLA and The University of Arizona.*

*All photos, renderings, drawings, charts, GIS layers, or other content were generated by Drachman Institute staff unless otherwise noted. All GIS-based figures utilized publicly available GIS data provided by Pima County.*

April 2013



29th Street Commercial Corridor

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# Executive Summary

In 2010 and 2012, the Drachman Institute at the University of Arizona conducted neighborhood assessments for the Pima County Neighborhood Stabilization Program 2 (NSP2) in Tucson, Arizona. The general stabilization goals of NSP2 are to expand opportunities for homeownership, halt declining home values, and improve neighborhood conditions. In order to determine the effectiveness of NSP2 activities, Pima County contracted with Drachman Institute in the College of Architecture, Planning, and Landscape Architecture at the University of Arizona to:

1) Provide a record of existing conditions in sample neighborhoods selected by Pima County staff within the NSP2 target area and a control neighborhood outside the target area (Volumes I and II in this series of reports).

2) Develop survey instruments and train County interviewers in data collection skills to obtain baseline data from individual residents in the selected neighborhoods and from families that have moved into homes with NSP2 assistance (Volume III in this series of reports).

3) Provide a record of existing conditions in five commercial corridors selected by Pima County staff within the NSP2 target area (reported here in Volume IV). The five commercial corridors in this report are: South 6th Avenue between 25th Street and Irvington; South 12th Avenue between 44th Street and Drexel; 29th Street between Alvernon and Craycroft; Benson Highway between Interstate 10 and Valencia Road; and Irvington Road between 12th Avenue and Alvernon.

The findings in this report are based primarily on windshield surveys conducted by Drachman staff in the selected commercial corridors, combined with U.S. census data, Pima County GIS data, and other relevant third party sources. Data in this report indicate the following:

- **Physical Conditions**

The majority of business structures are in good physical condition. Of the five designated corridors, Benson Highway has the highest percentage of structures in fair, poor, or replacement condition.

The majority of business properties surveyed either do not have landscape to assess, or their grounds are in excellent or average condition. Of the five designated corridors, Irvington Road has the highest percentage of landscapes that are both intentional and well-maintained (65.4 percent).

In terms of vacancy, the 29th Street corridor has the highest percent of vacant business properties (33.8 percent), as well as the highest percentage of vacant housing units (16.2 percent). In terms of vacant parcels, Benson Highway has the most vacant land: thirty percent of parcels on the designated corridor are vacant.

- **Demographics and Housing Characteristics**

Compared to the City of Tucson and Pima County, in all five designated commercial corridors residents are more likely to identify as Hispanic, residents have lower levels of education, have lower median incomes, have higher average household sizes, and have higher

percentages of households in poverty. The 29th Street corridor has the highest percentage of renters (66.9 percent) and the Benson Highway Corridor the lowest percentage of renters (40.1 percent).

- **Ownership**

In all five of the designated corridors the majority of parcels are owned by multiple owners. With the exception of Benson Highway, less than one-quarter of parcels are owned by private individuals.

- **Accessibility of Businesses: Pedestrians**

In order to assess the pedestrian environment, windshield survey teams recorded the presence of trees in the right-of-way, exterior lighting, curbs, sidewalks, and whether there is a clear accessible path from the right-of-way to the address. Taking all of these measures together as a whole, the Irvington Road corridor offers the best pedestrian access of the five corridors.

- **Accessibility of Businesses: Bicycles**

Windshield survey teams recorded the presence of bike lanes, bike parking, and whether there is a clear accessible path from the bike lane to the address for each business. Taking all of these measures together as a whole, the Irvington Road corridor offers the best bicycle access of the five corridors.

- **Accessibility of Businesses: Vehicles**

In order to assess vehicle accessibility, survey teams recorded the presence of loading zones, car parking, and whether there is a clear, accessible path from the street to the address. Taking all of these measures

together as a whole, the 29th Street corridor offers the best vehicle access of the five corridors.

- **Accessibility of Businesses: Bus**

In order to gauge bus accessibility, windshield survey teams noted the presence of sheltered and un-sheltered bus stops and used Sun Tran data to record available bus routes along each corridor. Data indicate that the Benson Highway corridor is the least accessible by public transit, while the Irvington Road corridor is highly accessible due to the presence of the Roy Laos Transit Center.

- **Service Area**

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the larger region). The majority of businesses on all of the five corridors are identified as serving the local population. Benson Highway has the highest proportion of businesses that serve either the greater metropolitan area or region. For all five commercial corridors, 573 businesses serve the local population, 107 businesses serve the greater metropolitan area, and 59 businesses serve the larger region.



# Introduction 1



## Background: The Housing Foreclosure Crisis

Since 2007, the nation has seen an unprecedented number of home foreclosures. The state of Arizona has been especially hard hit by the foreclosure crisis, with rates well above the national average. According to RealtyTrac, as of November 2012, one in 551 housing units in Tucson is in foreclosure.<sup>1</sup>

Studies have shown that increasing numbers of foreclosures in an area can have a ripple effect that results in both physical and social disorder.<sup>2</sup> On a personal level, families pay a high price due to the loss of a stable home, loss of credit and the potential for asset building, and increased physical and emotional stress. But the foreclosure crisis extends beyond those families that lose their home. At the neighborhood level families may experience a drop in their own home value as properties around them deteriorate and the potential for crime and vandalism increases. According to a 2006 study of foreclosures in Chicago, each single-family home foreclosure resulted in a decline of 0.9 percent in value to surrounding homes. The authors estimate that the result of 3,750 foreclosures in Chicago between 1997 and 1998 reduced property values by more than \$598 million.<sup>3</sup> The decline in home values can be seen in Tucson as home values have fallen 24.8 percent since their peak value in 2006.<sup>4</sup>

<sup>1</sup> <http://www.realtytrac.com>, 2013.

<sup>2</sup> Abromowitz, David. 2008. "Addressing Foreclosures: A Great American Dream Neighborhood Stabilization Plan," Center for American Progress. [http://www.americanprogress.org/issues/2008/01/pdf/abromowitz\\_gardns.pdf](http://www.americanprogress.org/issues/2008/01/pdf/abromowitz_gardns.pdf).

<sup>3</sup> Immergluck, Dan and Geoff Smith. 2006. "The External Costs of Foreclosure: The Impact of Single-Family Mortgage Foreclosures on Property Values." *Housing and Policy Debate* 17(1).

<sup>4</sup> U.S. Department of Housing and Urban Development. 2011. Neighbor-



Along with deteriorating properties and declining home values, families may also experience a decrease in community pride and satisfaction. Decreasing perceptions of neighborhood safety may also lead to less use of outdoor spaces and a lack of connection among neighbors. The end result is neighborhoods that are unstable and families that experience a lower quality of life.

## Neighborhood Stabilization Program 2

The Neighborhood Stabilization Program 2 (NSP2) was established by the U.S. Department of Housing and Urban Development to stabilize neighborhoods that have been adversely affected by the housing crisis and economic recession of 2007-2009. NSP2, funded through the American Recovery and Reinvestment Act of 2009, provides grants to states, local governments, and non-profits on a competitive basis.

hood Stabilization Program Data. <http://www.huduser.org/portal/datasets/NSP.html>.



South 12th Avenue Commercial Corridor



Pima County and eight sub-grantees are charged with implementing the Neighborhood Stabilization Program-2 (NSP2) grant. Together these partners are known as the Pima Neighborhood Investment Partnership (PNIP).

The overall intention of NSP2 is the redevelopment of abandoned and foreclosed homes within the thirty census tracts that compose the NSP2 target area. Specific NSP2 activities include:

- **Acquisition and Rehabilitation:** NSP2 funds are utilized to acquire an abandoned, foreclosed property and rehabilitate the home so as to sell or rent the property. Pima County has also incorporated improved energy efficiency standards into the rehabilitation standards.
- **Redevelopment:** New construction in place of demolished or vacant properties.
- **Down-Payment Assistance:** Provides down-payment assistance for households meeting income requirements and purchasing a foreclosed property. Pima County provided Down-Payment assistance in two separate phases of the PNIP HAP program.
- **Land Banking:** The assembly, temporary management, and distribution of vacant land.
- **Demolition:** Clearance of blighted structures.

See Figure 1.1 for a map of the NSP2 target area and NSP2 activities as of November 2012. Table 1.1 presents the number of properties impacted by NSP2 funds by activity type.

**Commercial Corridors and Surrounding Neighborhoods**

While NSP2 activities in Pima County are concentrated on improving the housing conditions in neighborhoods, research shows that neighborhoods are also affected by the condition of adjacent commercial corridors. Successful commercial corridors can lift up adjacent neighborhoods by providing residents with affordable, convenient goods and services, by creating job opportunities, by improving property values, and by improving the general quality of the area.<sup>1</sup>

<sup>1</sup> Pennsylvania Economy League and Econsult Corporation. 2003. "Toward a Strategic Framework for Investment in Philadelphia's Commercial

On the other hand, a declining commercial corridor can negatively impact surrounding neighborhoods. The deterioration of a commercial corridor may result in high vacancy rates, an increase in crime, a decline in neighborhood property values, lower community pride, and overall neighborhood deterioration.

**NSP2 Goals and Neighborhood Evaluation Strategy**

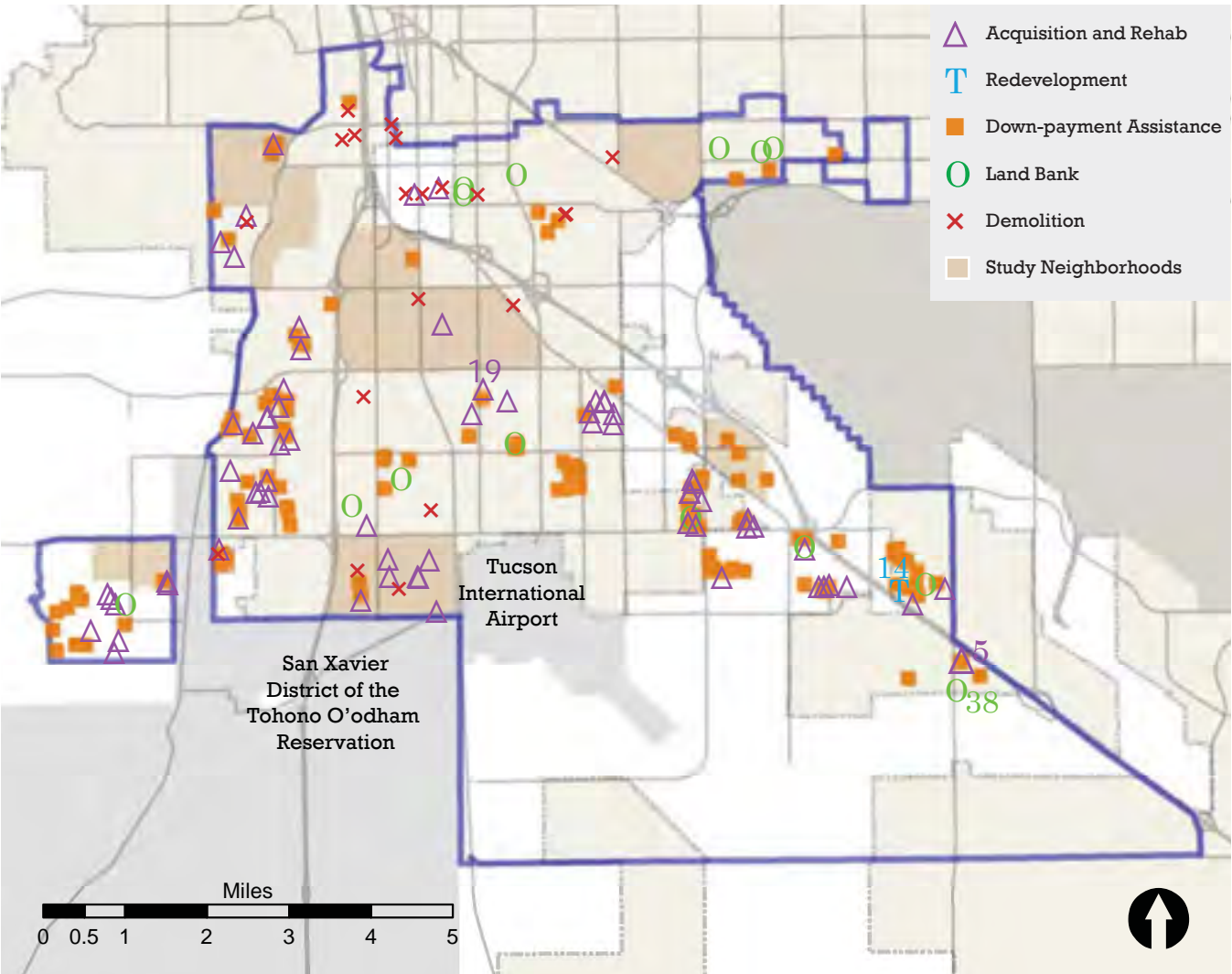
The general stabilization goals of NSP2 are to expand opportunities for homeownership, halt declining home values, and improve neighborhood conditions. In order to determine the effectiveness of NSP2 activities, Pima County contracted with Drachman Institute in the College of Architecture, Planning, and Landscape Architecture at the University of Arizona to:

- 1) Provide a record of existing conditions in sample neighborhoods from within the NSP2 target area and a control neighborhood outside the target area (presented in Volumes I and II in this series of reports).
- 2) Develop survey instruments and train County interviewers in data collection skills to obtain baseline data from individual residents in the selected neighborhoods and from families that have moved into homes with NSP2 assistance (presented in Volume III in this series).
- 3) Provide a record of existing conditions in five commercial corridors within the NSP2 target area.

The subject of this Volume IV report is the existing baseline conditions in the following commercial corridors designated by Pima County: South 6th Avenue between 25th Street and Irvington; South 12th Avenue between 44th Street and Drexel; 29th Street between Alvernon and Craycroft; Benson Highway between Interstate 10 and Valencia Road; and Irvington Road between 12th Avenue and Alvernon.

The purpose of collecting baseline conditions is to inform future community planning efforts, as well as to provide a base from which to assess improvements or deterioration over time.

Corridors." [www.econsult.com/articles/120103\\_Commercial.pdf](http://www.econsult.com/articles/120103_Commercial.pdf).

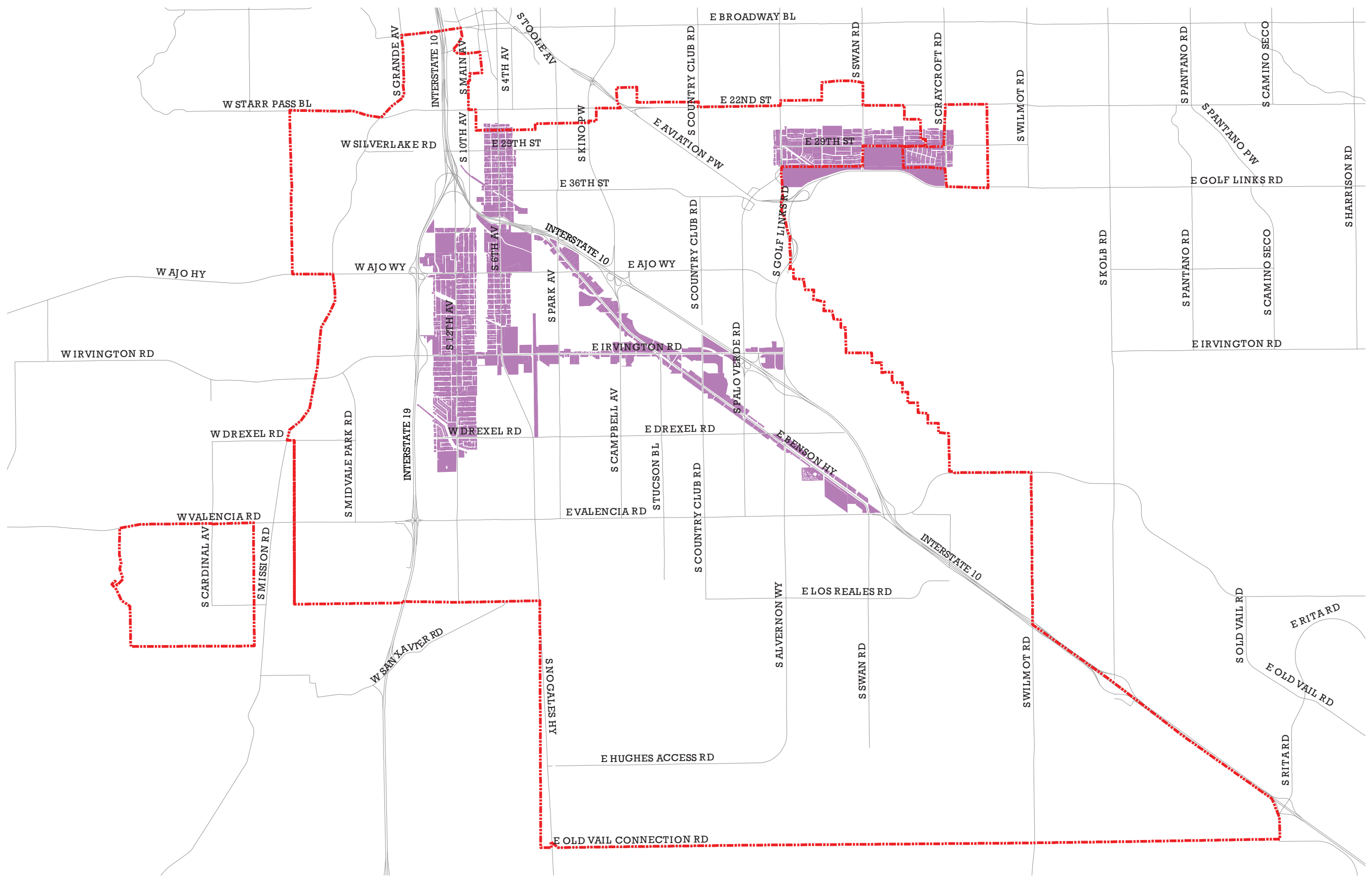


**Figure 1.1: NSP2 Target Area and Activities**  
The blue outline indicates the perimeter of the NSP2 Target Area. This map includes all NSP2 activities as of November 2012 as well as the location of NSP2 Study Neighborhoods (in brown).

**Table 1.1: Number of Properties Impacted by NSP2 Funds by Activity Type**

Activity	Number of Properties (as of November 2012)	Estimated Final Total (as of February 2013)
Acquisition and Rehab (A&R)	92	99
Redevelopment	14	93
Down Payment Assistance (HAP)	129	139
Land Banking	50	50
Demolition of Blighted Structures	19	19





**Figure 2.1: NSP2 Target Area and Commercial Corridor Location**  
The red outline indicates the perimeter of the NSP2 Target Area in Pima County, Arizona. Purple shaded areas represent the commercial corridor parcels assessed in this report.

# Data & Methods 2

The purpose of collecting baseline conditions is to inform future community planning efforts, as well as to provide a base from which to assess improvements or deterioration over time in the selected commercial corridors.

Under the Scope of Services with Pima County, Drachman Institute was to record:

**+Accessibility of businesses**  
**+Ownership**  
**+Physical condition of the buildings and vacant lots**  
**+Service area (i.e., neighborhoods served by or utilizing the businesses in the particular corridor).**

In order to capture these characteristics, the Drachman team utilized several different methods of data collection:

- **Windshield Surveys**

The primary source of data is a windshield survey of parcels and right-of-way conducted in each corridor. The accuracy of some GIS data, such as the location and condition of bus stops, was also verified on the ground as part of the windshield survey. The presence of sidewalks and curb ramps was recorded with the use of aerial imagery.

- **GIS Data**

To supplement and inform the windshield survey, publicly available Pima County GIS data for flood zones, areas of contamination, Air Hazard zones, and other important overlays were also acquired and used for analysis.

- **Third Party Sources**

Drachman Institute also collected data from third party sources such as Pima County Assessor's Records, Sun Tran, the Tucson Police Department, the City of Tucson, the U.S. Census, and Environmental Systems Research Institute (Community Analyst Service). The final products of Drachman's data gathering and analyses are shown in detail by commercial corridor in the following chapters.

**Commercial Corridor Selection**

In May 2012, Pima County staff selected four commercial corridors from within the NSP2 target area: South 6th Avenue between 25th Street and Irvington; South 12th Avenue between 44th Street and Drexel; 29th Street between Alvernon and Craycroft; and Irvington Road between 12th Avenue and Alvernon. A fifth corridor, Benson Highway between Interstate 10 and Valencia Road, was added in December 2012.

**Data Collection Sheet**

In order to assess baseline commercial corridor conditions, Drachman Institute conducted a visual "Windshield Survey" by parcel. Drachman Institute used data collection sheets designed to measure:

**Right-of-way Conditions**  
**Physical Conditions of Buildings**  
**Condition of Grounds**  
**Litter and Graffiti**  
**Signage**  
**Accessibility by pedestrians, bikes, cars, and bus**  
**Land Use**  
**Vacancy**  
**Trees and Vegetation**

The data collection sheets were edited multiple times at the beginning of the process as a result of practice sessions and in-the-field observations. The data collection sheets were also shared with Pima County NSP2 staff for comments or changes. See Appendix A for an example of the data collection sheet.

**Training**

Training sessions familiarized each team with the information they were to gather, demonstrated the best method by which to gather it, and helped standardize their assessments.

Teams filled out data collection sheets for parcels on a sample block of commercial buildings. Each team member did their own independent analysis of structures, landscapes, and right-of-way areas.

After completion, team members reported their assessments and any discrepancies in assessment were discussed. Questions regarding the definition of each category were brought up and clarified.

**Data Collection**

Drachman Institute completed windshield surveys of South 6th Avenue, South 12th Avenue, 29th Street, and Irvington in August 2012. Windshield surveys of Benson Highway were completed in December 2012 after this corridor was added at the request of Pima County. Windshield surveys were conducted in teams of two in varying shifts between the hours of 8 a.m. and 6 p.m. Windshield evaluations were performed primarily from the vehicle's passenger side window, but as needed the surveyor would exit the vehicle and

walk to assess properties.

All data collection occurred from the street or public right-of-way, or from commercial areas open to the public such as parking lots. Parcels located along private roads, or which were otherwise difficult to evaluate from public areas, were labeled as "visually unavailable" and were not assessed.

The survey staff also used a digital camera to help capture examples of corridor character such as representative structures, billboards and advertising, traffic patterns and street profiles, outdoor space design, and community gathering spaces.

**Data Entry**

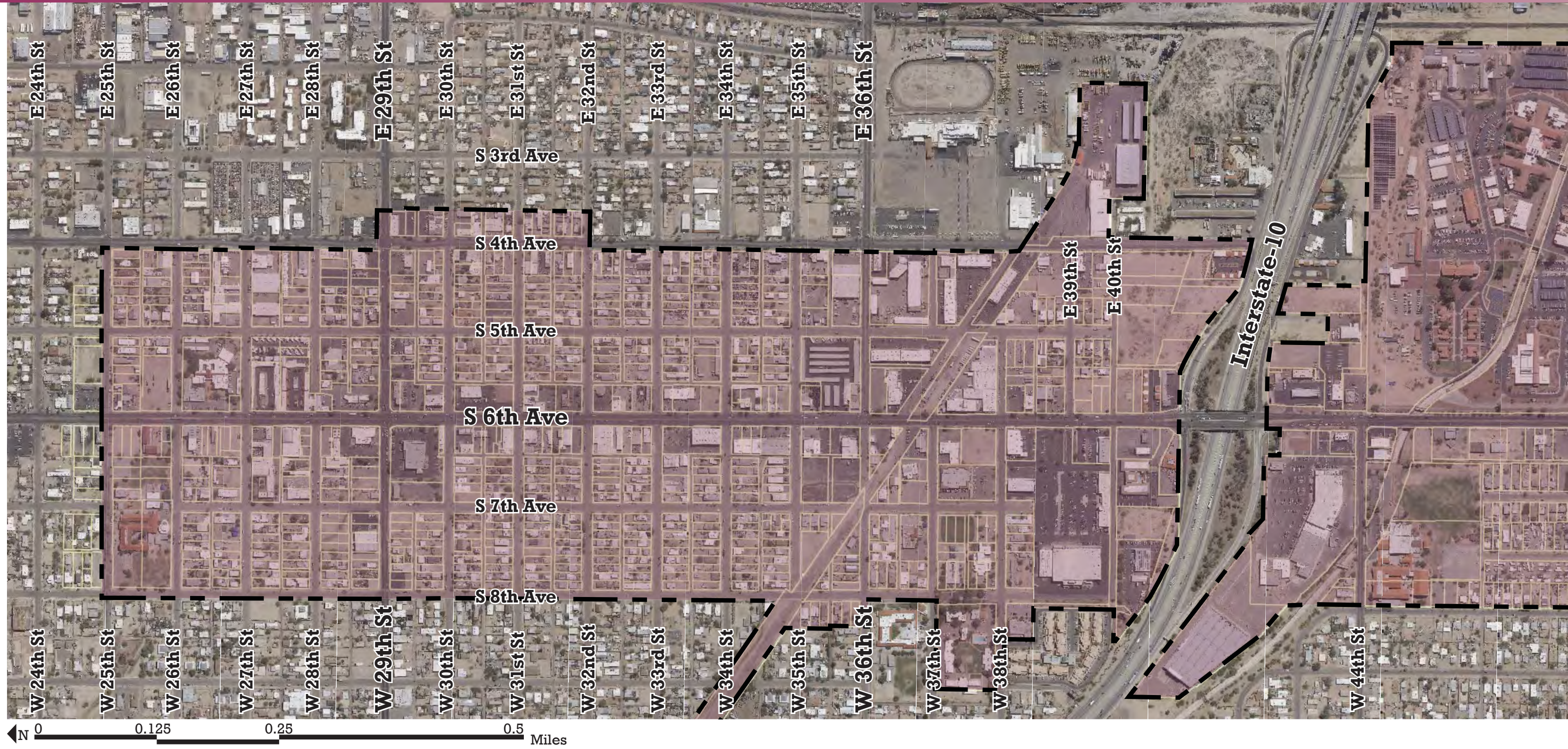
The paper data collection sheets used for data collection in the field were used to enter the data into Excel spreadsheets.

The Excel spreadsheet format allows for easy conversion into a GIS-compatible data set for mapping, spatial analysis in the ArcMap format, and data analysis in SPSS.

All data entry for Volume IV was completed by January 7, 2013.



### 3. South 6th Avenue







3. South 6th Avenue

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Introduction

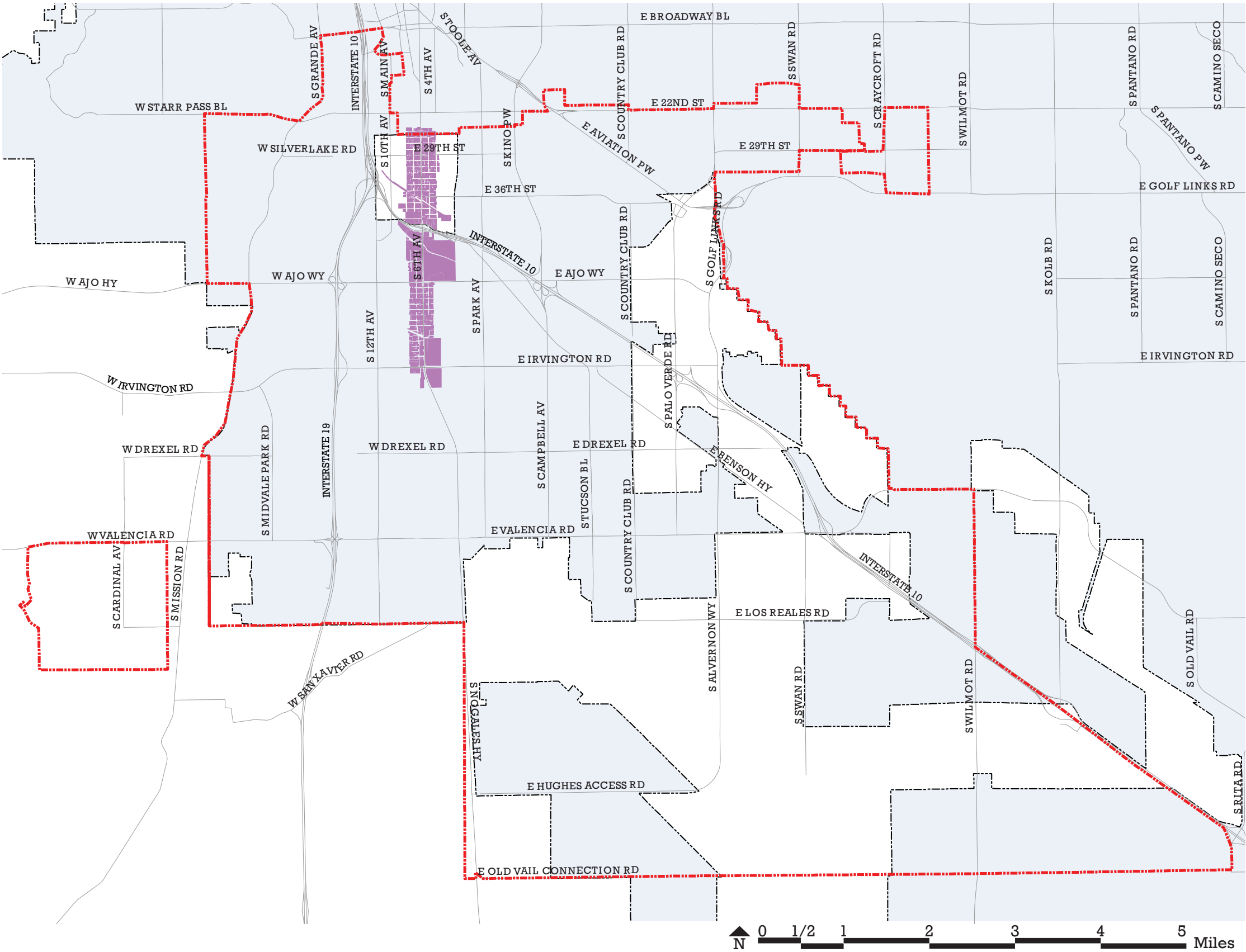
The designated South 6th Avenue Commercial Corridor is approximately 2.75 miles long and extends from 25th Street (north) to Irvington Road (south). The section of the corridor north of Interstate 10 is within the City of South Tucson (see Figure 3.1). The section of the corridor south of Interstate 10 is within the City of Tucson.

The Drachman windshield survey team evaluated 283 parcels and 227 businesses on the South 6th Avenue corridor in August 2012.

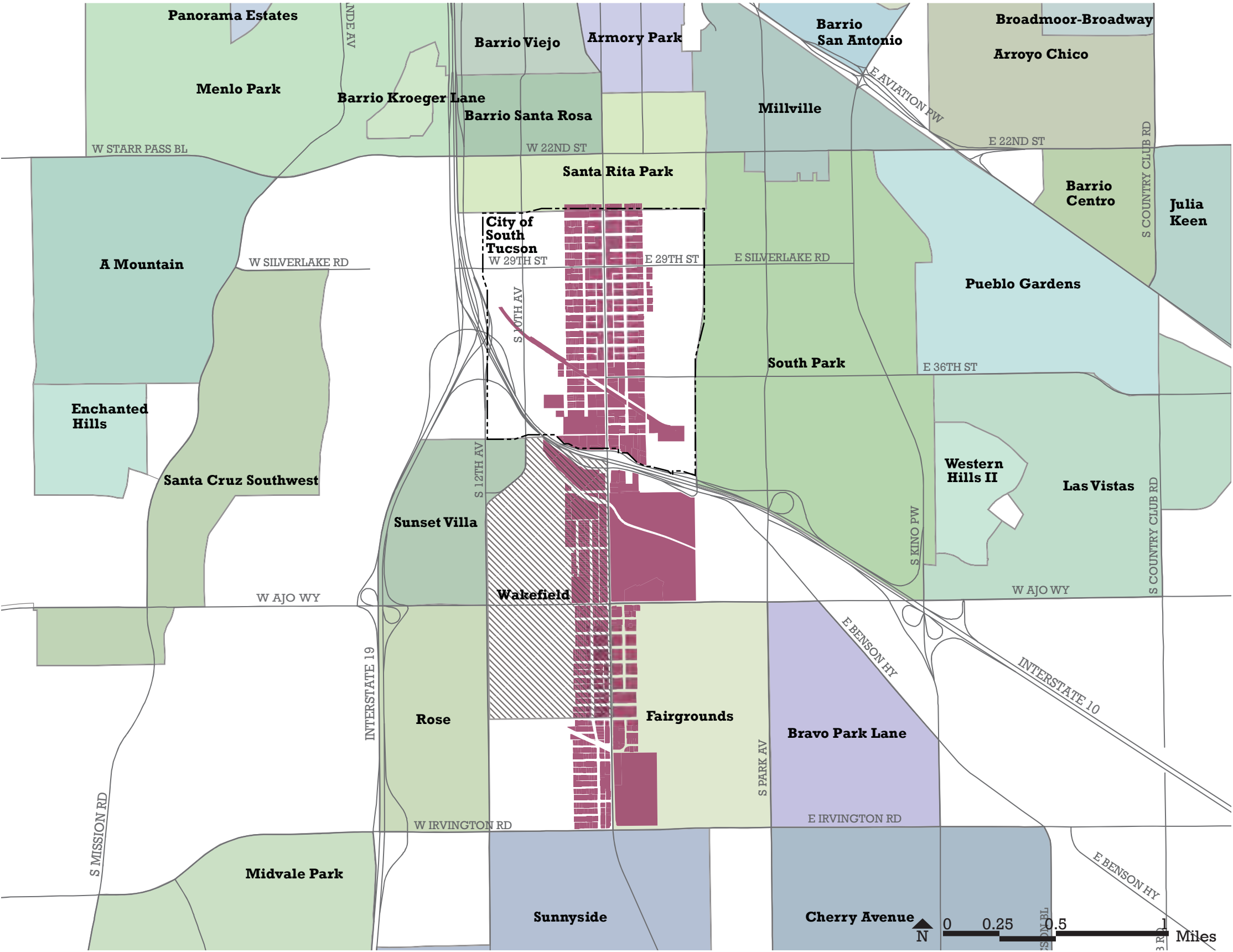
3. South 6th Avenue



Interstate 10 Overpass, South 6th Avenue



**Figure 3.1: Location-South 6th Avenue Commercial Corridor**  
The South 6th Avenue Corridor crosses over Interstate 10 and is partially located in the City of South Tucson. The red line on the map represents the NSP2 target area boundary. Source: Pima County GIS Library, 2012.



**Figure 3.2: Surrounding Neighborhoods-South 6th Avenue Commercial Corridor**  
Sources: City of Tucson and the Pima County GIS Library, 2012.

**Neighborhoods**  
The South 6th Avenue Commercial Corridor is surrounded by several established neighborhoods. These neighborhoods include Santa Rita Park Neighborhood to the north, Sunnyside Neighborhood to the south, and Fairgrounds Neighborhood to the southeast. Although no longer an official city-designated neighborhood, a portion of the parcels on the west side of the corridor lie within what was previously Wakefield Neighborhood (shown as the hatched area on Figure 3.2).



The Tucson Rodeo Grounds and Parade Museum are located on the South 6th Avenue Commercial Corridor in Fairgrounds Neighborhood.



Demographics and Housing Characteristics

Statistics are provided for the half-mile area (one-quarter mile on each side of the corridor) extending from South 9th Avenue on the west to South 3rd Avenue on the east (see Figure 3.3).

The latest U.S. Census data for the half-mile area are provided by the Environmental Systems Research Institute (ESRI), Community Analyst Data Service.<sup>1</sup> Statistics are from the 2010 U.S. Census unless otherwise noted.

<sup>1</sup> <http://communityanalyst.esri.com/cao>.



**Figure 3.3: Demographic Data Collection Area-South 6th Avenue Commercial Corridor**  
Demographic and housing data obtained for the half-mile area (quarter mile on each side) of the South 6th Avenue Corridor.  
Sources: Pima County GIS Library and Pima County Assessor, 2012.



Demographics

Table 3.1: Demographics-South 6th Avenue Commercial Corridor Half-Mile Area

	6th Avenue Corridor	Tucson	Pima County
Total Population	8,434	520,116	980,263
Total Households	2,540	205,390	388,660
Median Age	31.9	33.1	37.6
Percent Under 18	30.0%	23.3%	23.0%
Percent Over 65	10.6%	11.9%	15.4%
Median Household Income	\$20,147	\$35,499	\$42,138
Percent Hispanic	84.9%	41.6%	34.6%
Percent High School Graduate or Higher	51.1%	83.1%	86.3%
Percent Bachelor's Degree or Higher	5.9%	24.8%	29.0%
Percent in Poverty	35.1%	17.8%	13.7%

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of education and poverty, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

Housing Characteristics

Table 3.2: Housing Characteristics-South 6th Avenue Commercial Corridor Half-Mile Area

	6th Avenue Corridor	Tucson	Pima County
Median Home Values (owner-occupied units)	\$98,961	\$169,900	\$196,900
Median Year Householder Moved into Unit	2002	2003	2002
Percent Owner-Occupied	43.7%	51.9%	64.1%
Average Household Size	3.21	2.43	2.46
Single-Family Units	71.4%	59.5%	66.0%
Percent Vacant Housing Units	13.2%	10.6%	11.9%
Total Number of Housing Units	2,925	229,762	440,909

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of median home values, year householder moved into unit, and single-family units, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

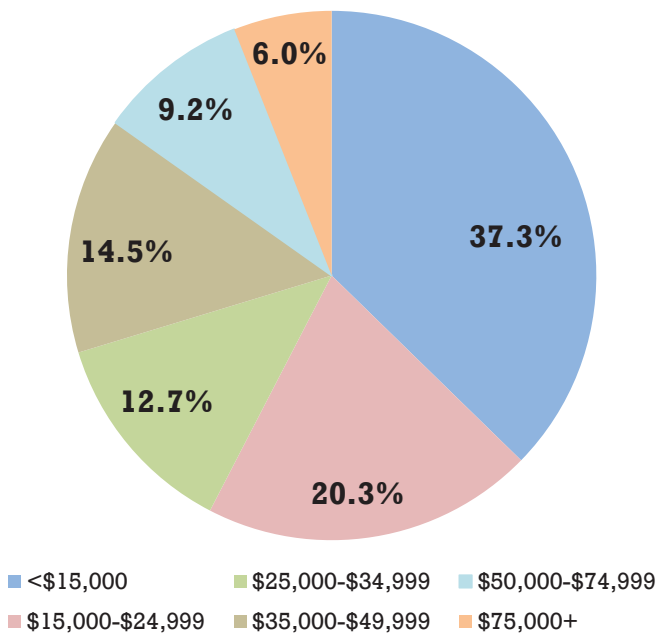


Figure 3.4: Household Income-South 6th Avenue Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI).

There are approximately 8,434 residents living in the half-mile area along the South 6th Avenue Corridor (one-quarter mile on each side of the corridor). Compared to the City of Tucson and Pima County, residents are young with a median age of 31.9. In fact, 30 percent of residents are under the age of eighteen (see Table 3.1).

In terms of ethnicity, the area is largely Hispanic (84.9 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as American Indian (7.6 percent compared to 2.7 percent in the City of Tucson).

Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. More than one-third of area households earned less than \$15,000 in 2010 (Figure 3.4).

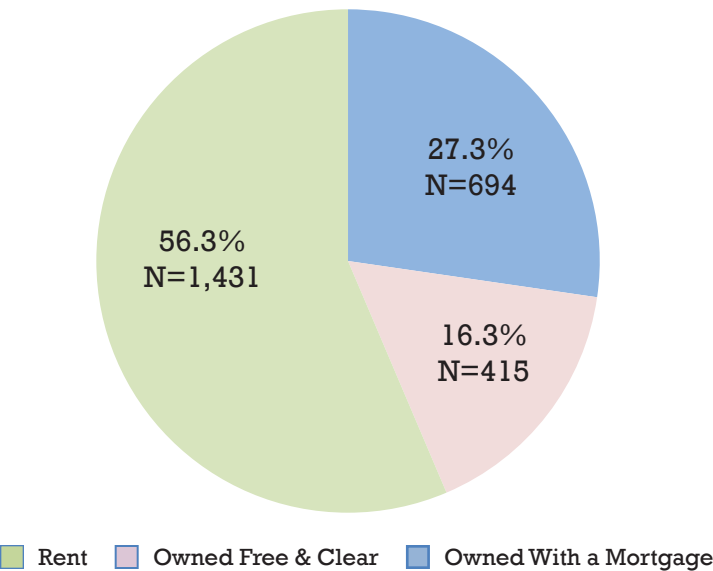


Figure 3.5: Households by Tenure and Mortgage Status-South 6th Avenue Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI).

There are approximately 2,925 housing units in the half-mile area, 2,540 which are occupied. Of these occupied units, 43.7 percent are owner-occupied. This is significantly lower than the owner-occupied rate for Pima County (64.1 percent) and the City of Tucson (51.9 percent) (see Table 3.2). A small proportion of households (16.3 percent) own their home without a mortgage (Figure 3.5).

The median home values of all owner-occupied units is significantly lower than the city and county. The median home value in the area within one-quarter mile of the corridor is \$98,961, compared to \$169,900 in the City of Tucson and \$196,900 in Pima County.

**Zoning**  
The majority of parcels on the corridor are zoned for C-2 (SB2A in the City of South Tucson) “general and intensive” commercial uses (see Figure 3.6 and Table 3.3). This allows for uses such as retail commercial with wholesale, nightclubs, bars, automotive activities, and amusement enterprises. Limited manufacturing is permitted.

In the City of South Tucson, a large number of parcels are zoned for SB1, which is a restrictive commercial zone limited to retail sales with no outside display or storage.

**Table 3.3: Zoning Classifications-City of Tucson/City of South Tucson**

C-1 SB1	Local Commercial: A restrictive commercial zone, limited to retail sales with no outside display/storage. Office and residential development permitted. Restaurants permitted.
C-2 C-3 SB2 SB2A	General and Intensive Commercial: Retail commercial with wholesale; nightclubs, bars, amusement enterprises. Full range of automotive activities. Limited manufacturing permitted.
O-3	Office: Professional and semiprofessional office, high density residential developments, limited research and development uses.
I-1 SI1	Light Industrial: Commercial, industrial, and manufacturing uses.
P-1 SPI	Park Industrial: Administrative, manufacturing, and wholesale activities carried on entirely within an enclosed structure.
R-2	Medium Density Residential: Multifamily and single-family.
R-3	High Density Residential: Primarily for apartment houses; single-family development permitted.



**Figure 3.6: Zoning-South 6th Avenue Commercial Corridor**  
Red dashed line indicates the City of South Tucson boundary. Sources: City of Tucson Development Services, City of South Tucson, and Pima County GIS Library.



Land Use and Service Area

Approximately 144 parcels on the South 6th Avenue Commercial Corridor are dedicated to commercial uses (50.9 percent).

Because some parcels contain multiple businesses, Table 3.4 below shows the breakdown of business types and other uses along the corridor.

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the region).

On the designated corridor, 172 businesses are identified as having a local service area, 20 businesses are identified as having a metropolitan service area, and 13 businesses are identified as having a regional service area.

Table 3.4: Detailed Land Use Data-  
South 6th Avenue Commercial Corridor

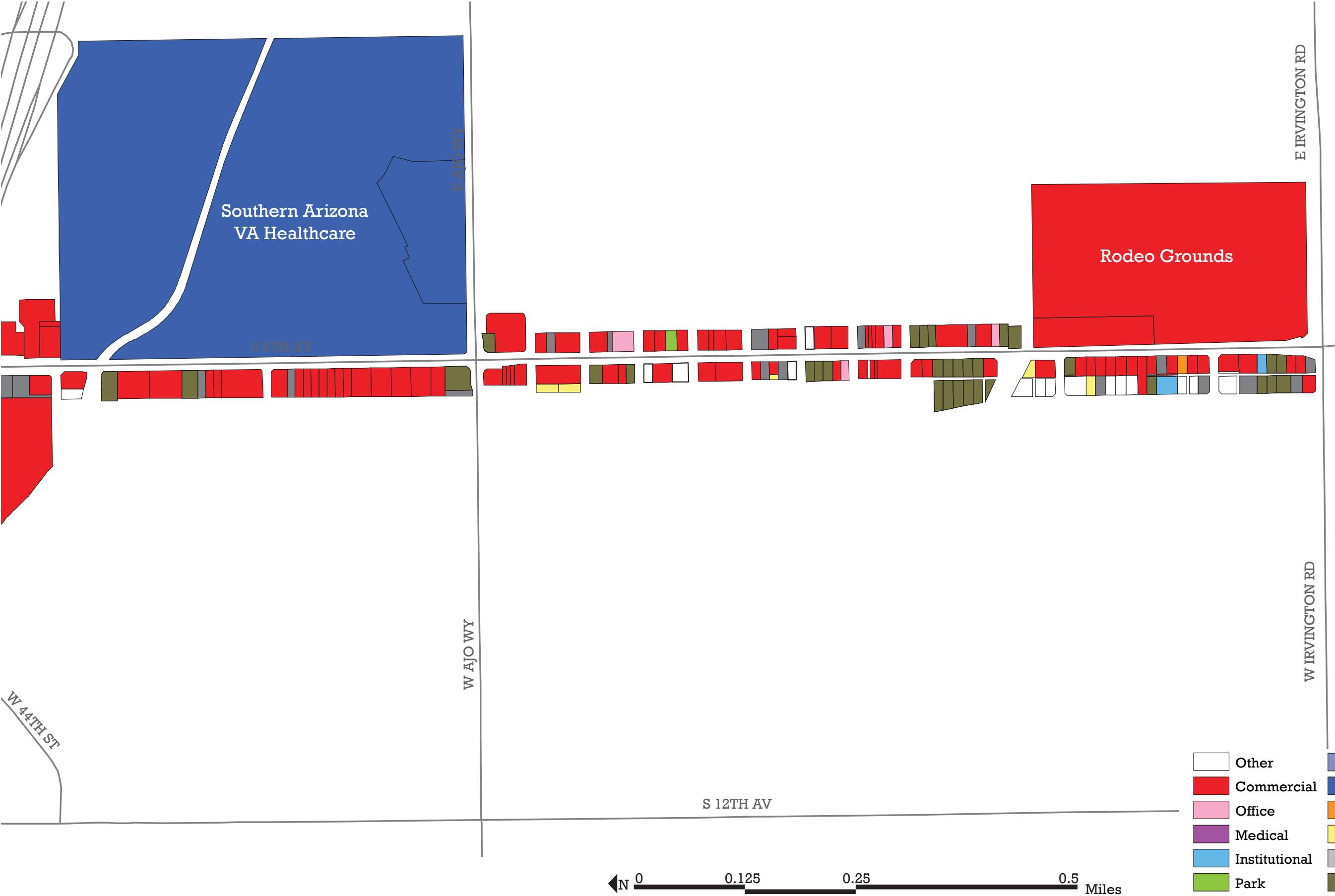
Land Use	Number	Percentage
Auto Related	26	8.1%
Bank and Cash Services	9	2.8%
Beauty Services	14	4.3%
Education	3	1.0%
General Merchant	47	14.5%
Government	3	1.0%
Grocery/Market/Convenience Stores	13	4.0%
Health Related	4	1.2%
Hotel	5	1.5%
Office	19	5.9%
Parking	38	11.8%
Religious	6	1.9%
Residential	13	4.0%
Restaurants/Fast Food	35	10.8%
Transportation Related	8	2.5%
Vacant Lot	45	13.9%
Vacant Business	21	6.5%
Other*	14	4.3%
Total	323	100.0%

\*Includes storage, social services, and other uses not classified.

Source: Drachman windshield survey, 2012.



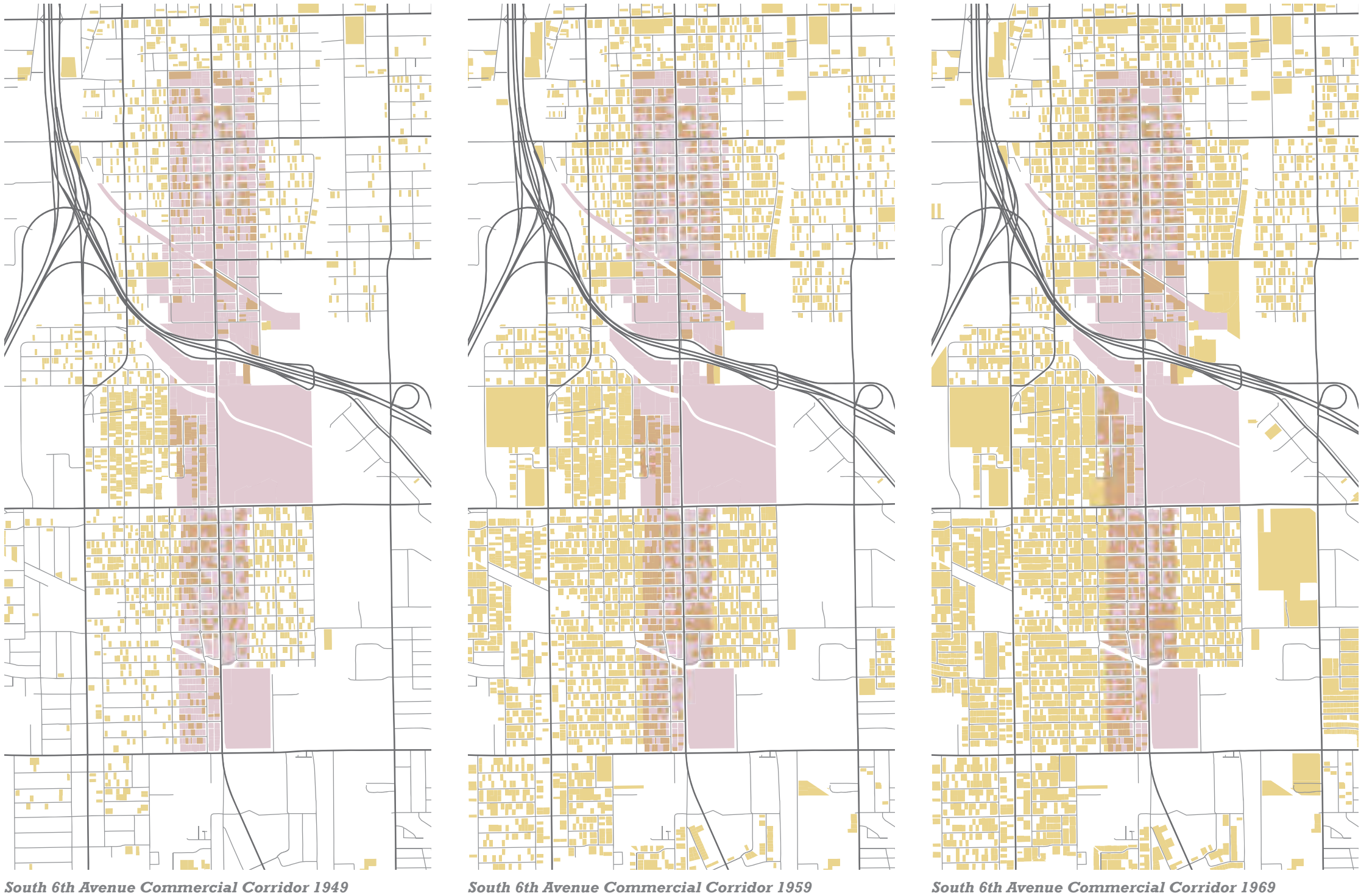
Figure 3.7: Land Use-South 6th Avenue Commercial Corridor  
Examples of “institutional” land use include: soup kitchen, church, Masonic Lodge, and private schools. Source: Drachman windshield survey, 2012.



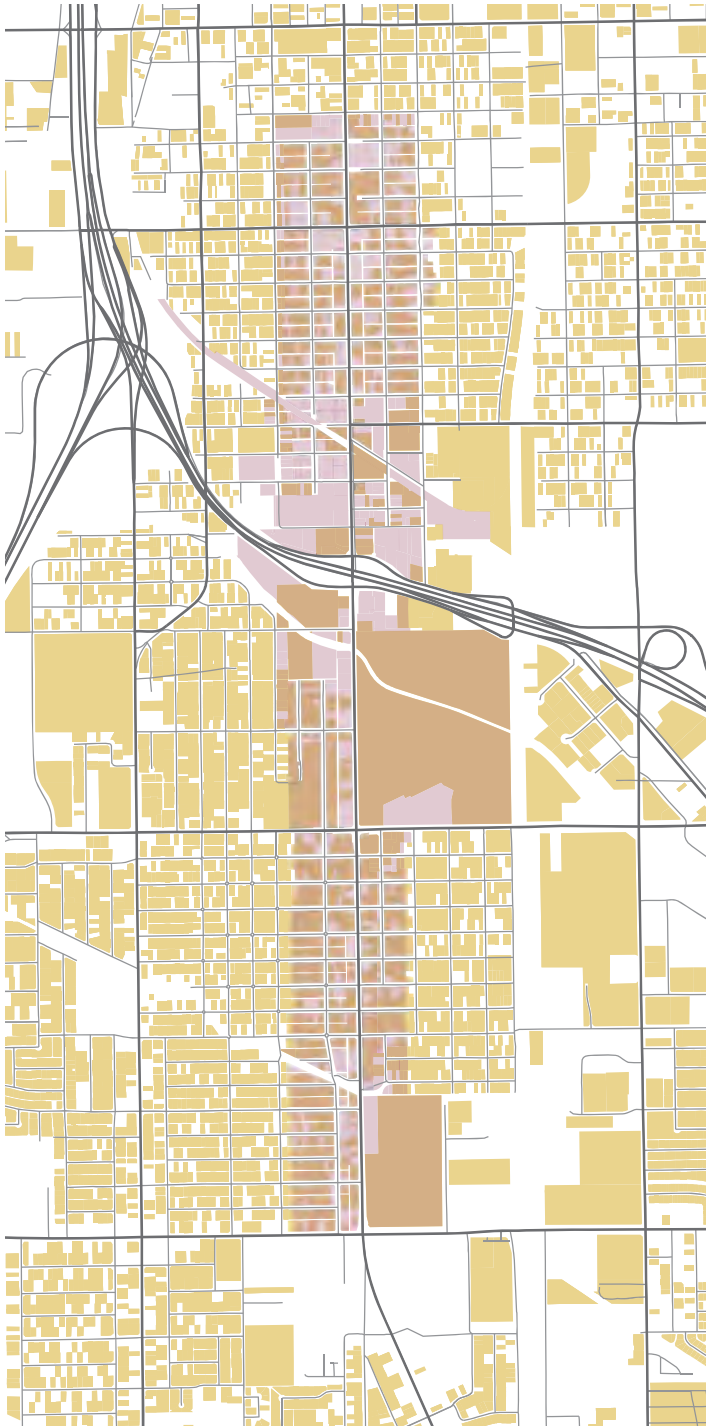


Development Patterns

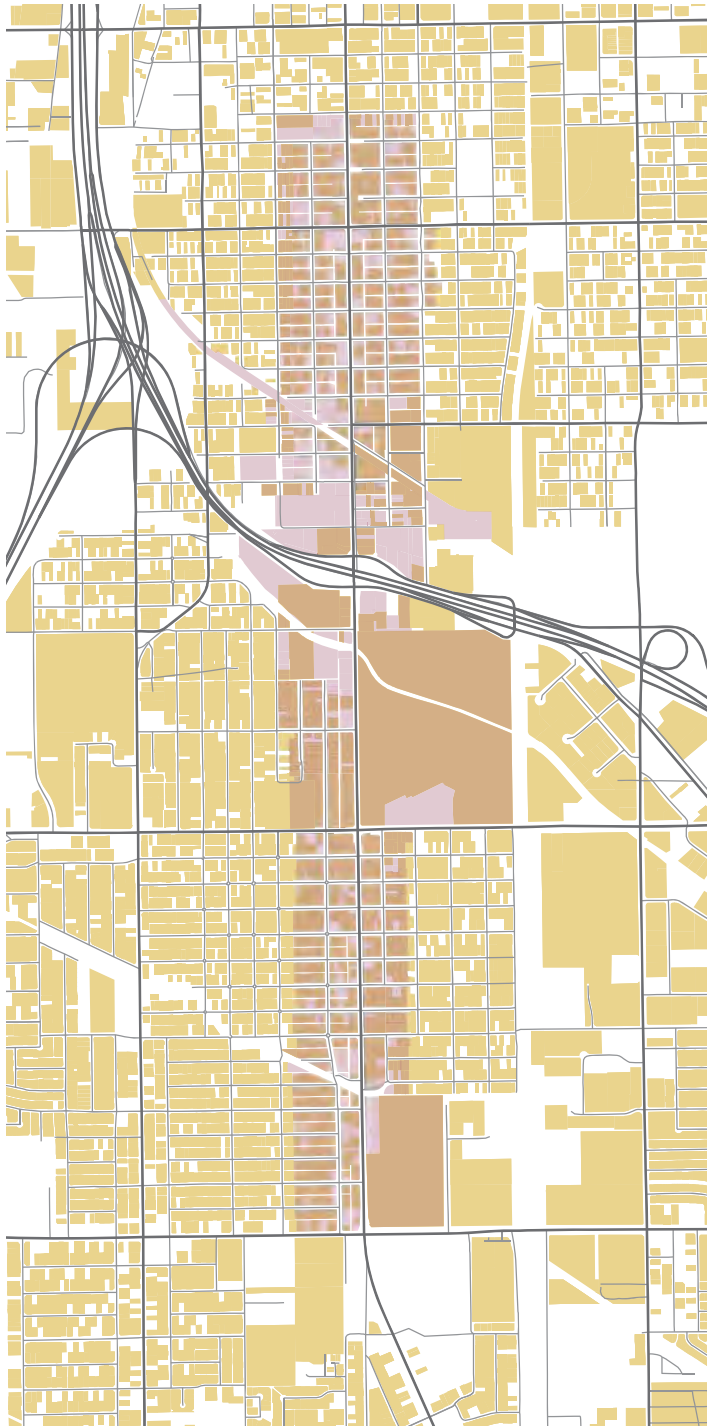
A series of maps in Figure 3.8 shows the surrounding parcel development over time.



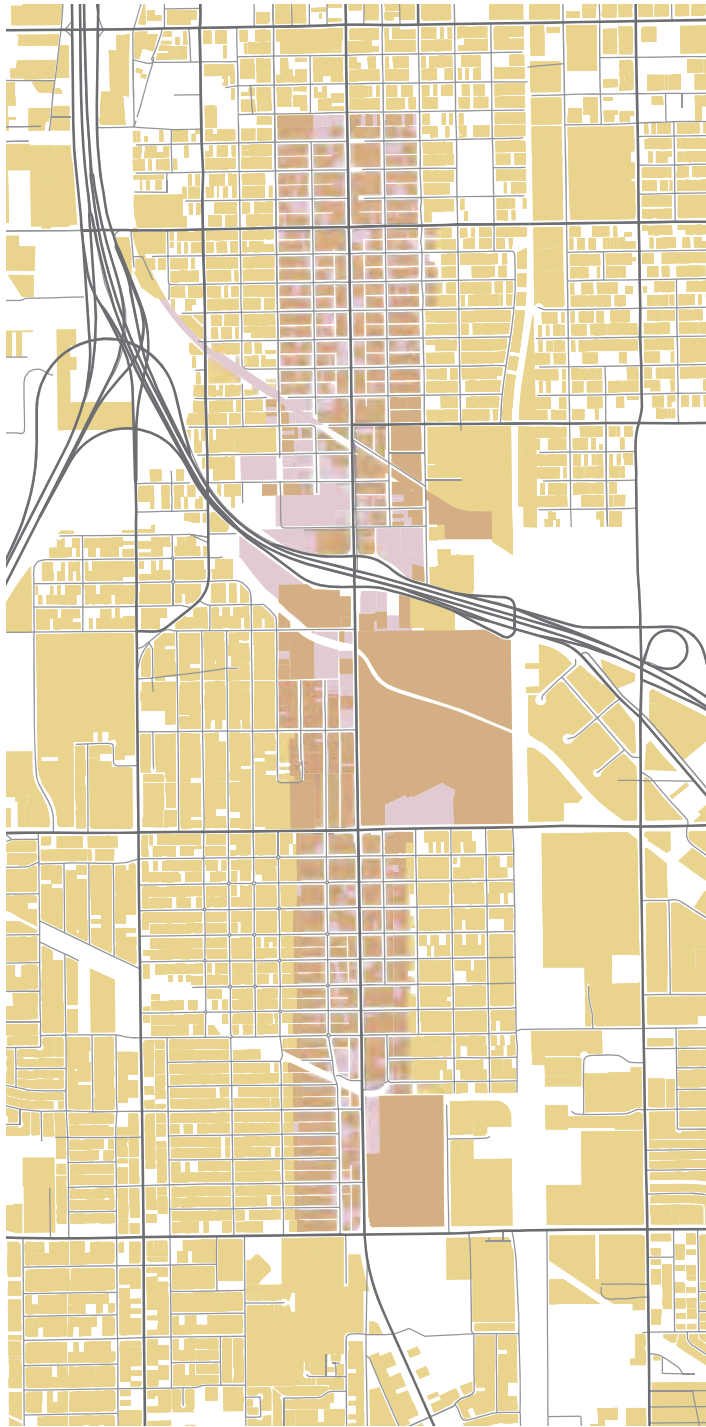
**Figure 3.8: Parcel Development Over Time - South 6th Avenue Commercial Corridor**  
Source: Pima County GIS, 2010.



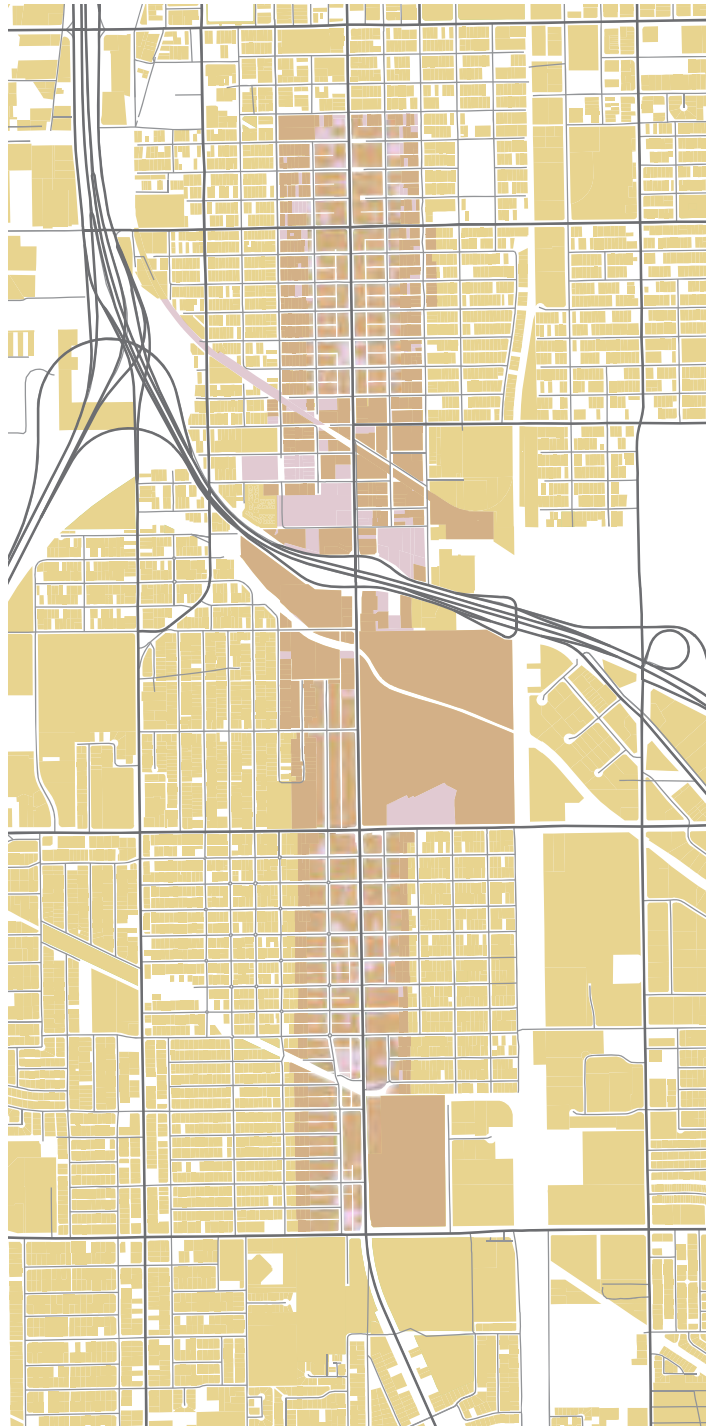
South 6th Avenue Commercial Corridor 1979



South 6th Avenue Commercial Corridor 1989



South 6th Avenue Commercial Corridor 1999



South 6th Avenue Commercial Corridor 2010

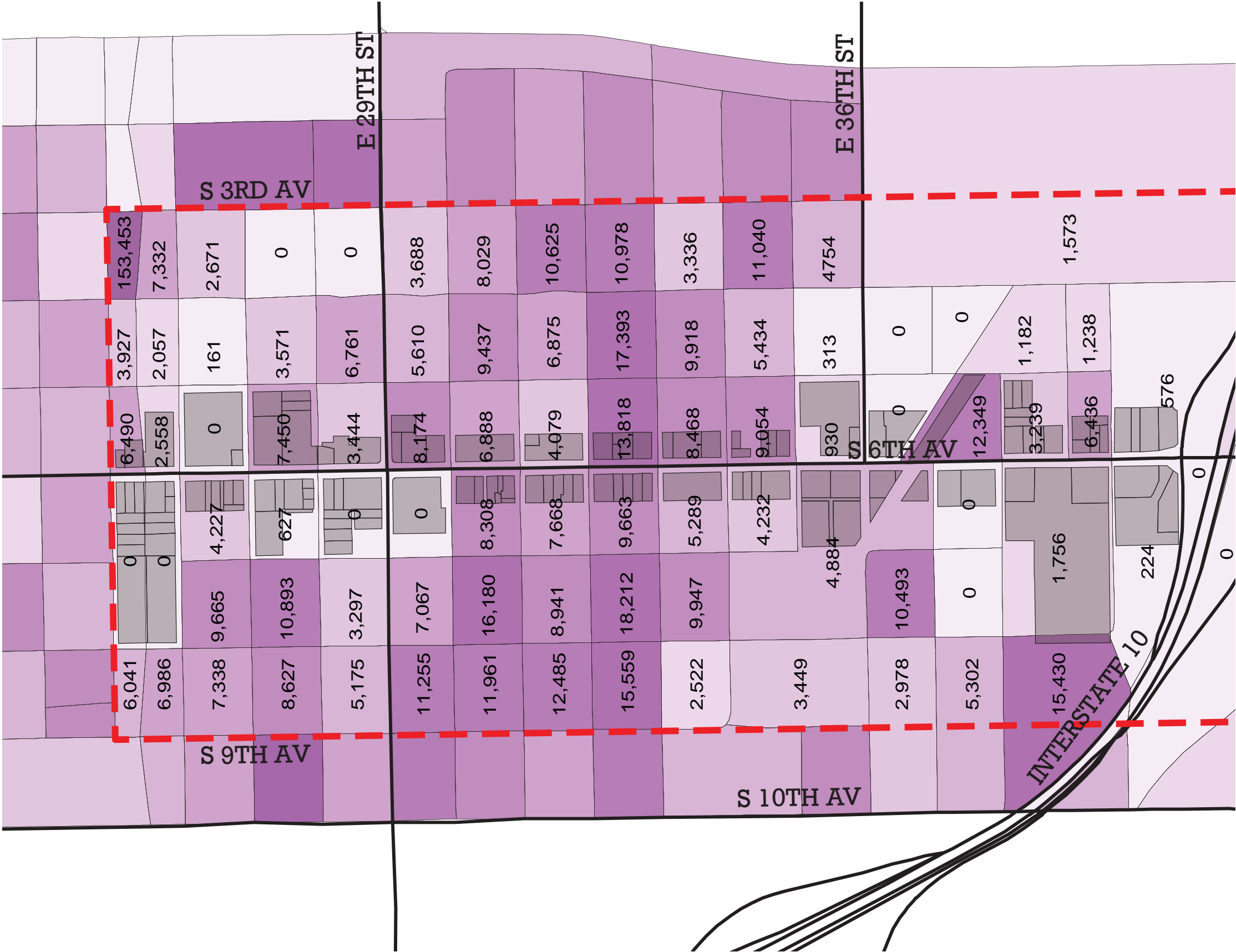




**Density**  
The South 6th Avenue Commercial Corridor has a population density per square mile that ranges from approximately zero to 13,817.6 for the block groups on South 6th Avenue (see Figure 3.9).

Block groups with higher density are found south of Ajo Way and east of South 6th Avenue in Fairgrounds Neighborhood, and between 36th Street and 29th Street in the City of South Tucson.

3. South 6th Avenue



**Figure 3.9: Population Density by Block Group-South 6th Avenue Commercial Corridor**  
The red dashed line represents 1/4 mile on either side of South 6th Avenue Commercial Corridor.  
Source: Pima County GIS and 2010 U.S. Census data.



Ownership

**Ownership**  
Figure 3.10 displays ownership of parcels according to Pima County Assessor's records as of February 2013. More than 40 percent of parcels are owned by private, multiple owners.

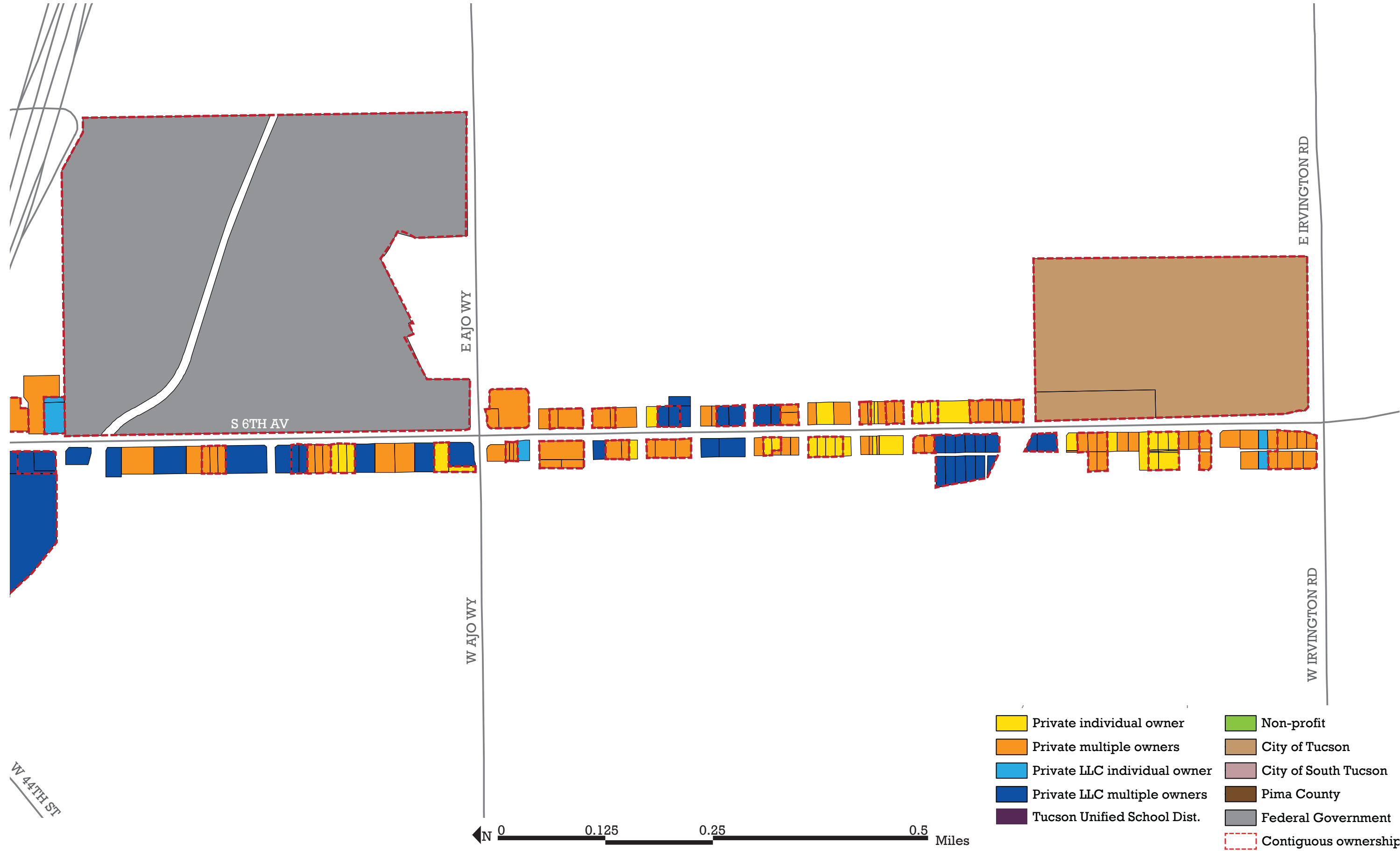
**Table 3.5: Parcel Ownership Data-**  
*South 6th Avenue Commercial Corridor*

Ownership	# Parcels	% Parcels
City of Tucson	2	0.7%
City of South Tucson	5	1.7%
Pima County	2	0.7%
Federal Gov't	2	0.7%
Tucson Unified School District	12	4.0%
Non-Profit	7	2.3%
Private Individual	52	17.4%
Private Multiple Owners	120	40.0%
Private LLC Individual Owner	6	2.0%
Private LLC Multiple Owners	92	30.9%
Total*	298	100%

*\*Includes some parcels not directly on the corridor.  
Source: Pima County GIS, 2013.*



**Figure 3.10: Ownership-South 6th Avenue Commercial Corridor**  
*Sources: Pima County Assessor and Pima County GIS Library.*

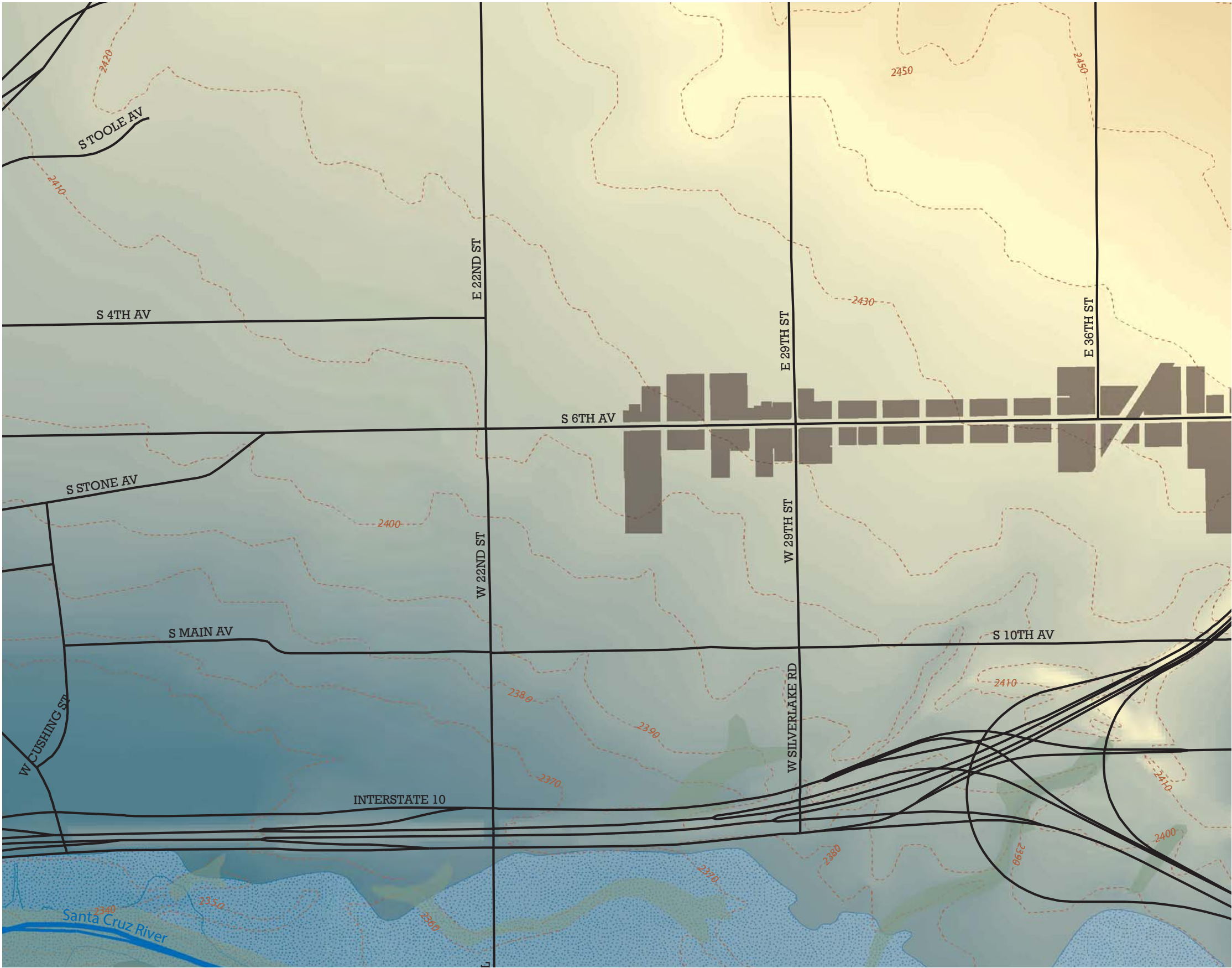




Area Washes

Two major washes pass under the South 6th Avenue Commercial Corridor and flow to the Santa Cruz River: the Tucson Diversion Channel, a concrete channel just south of Interstate 10, and Rodeo Wash, which travels through the Wakefield area west of South 6th Avenue and Fairgrounds neighborhood east of South 6th Avenue (see Figure 3.11). The Rodeo Wash is not channelized and is a source of flooding in the Wakefield area. Please note the following information\* for Figure 3.11:

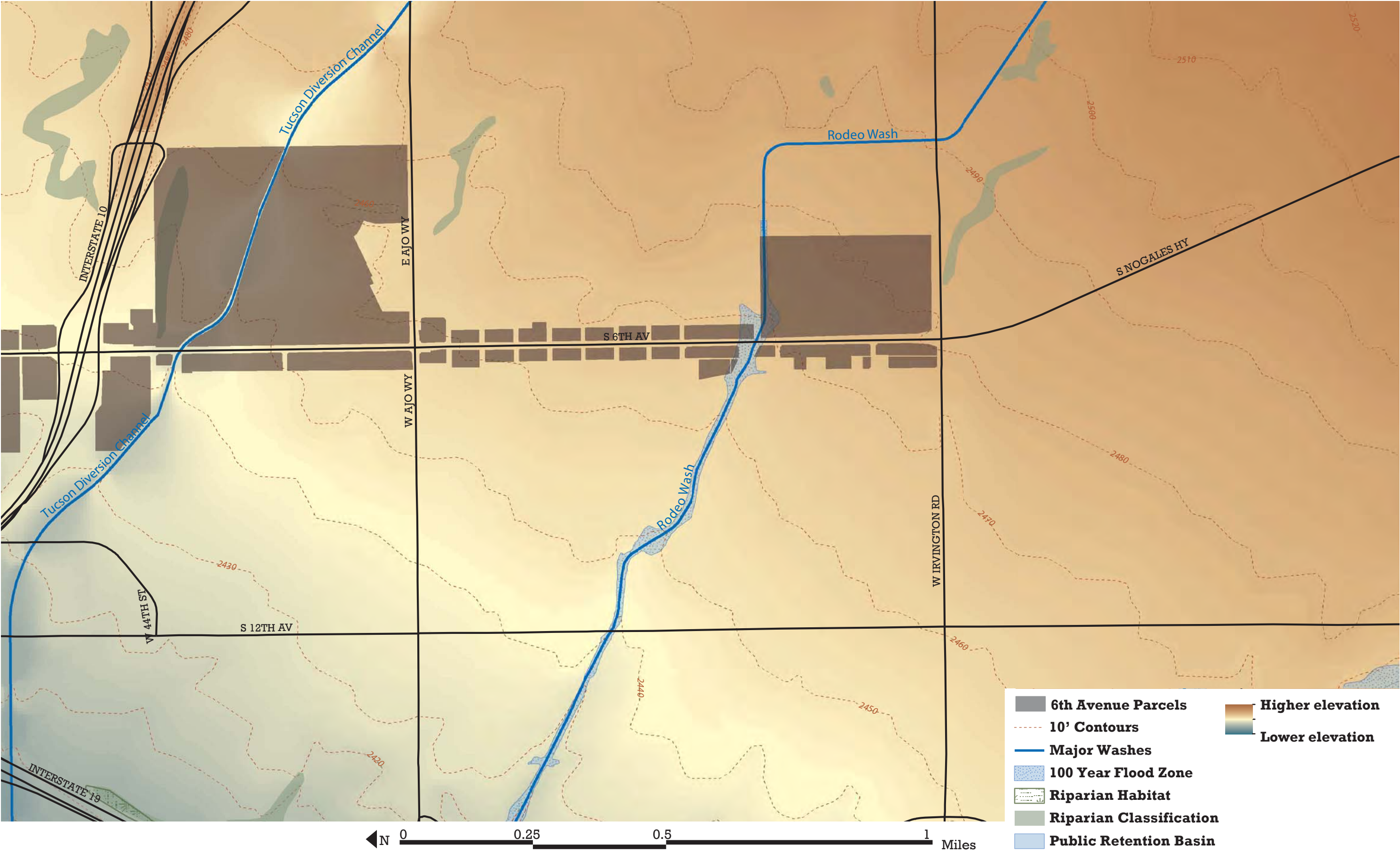
- Figure 3.11 only includes major washes with a flow greater than 2000 cubic feet per second (CFS).
- 100 year flood zone according to FEMA (Federal Emergency Management Agency).
- Riparian Habitat: Areas include various types of riparian habitat, deciduous riparian woodland, and mesquite bosques. Map does not distinguish between various types.
- Riparian Classification: Shows the location of various riparian classifications, including Hydropriparian, Mesoriparian, and Xeroriparian Classes, which are specific definitions of plant communities based on plant community structure and composition, vegetation density, and the availability of water. Map also includes the Important Riparian Area Classification (IRA). The IRA classification was developed as part of the Sonoran Desert Conservation Plan (SDCP) and is part of the Conservation Lands system. These designations are used to determine the type and amount of mitigation required when developing a mitigation plan.
- Public Retention Basin: The land areas upon which a publicly owned detention or retention basin is located.



**Figure 3.11: Hydrology and Drainage-South 6th Avenue Commercial Corridor**  
Sources: Pima County Flood Control District and Pima County GIS Library, 2012.

\*Source: Pima County GIS Library 2012.





3. South 6th Avenue

Contamination

The Thomas O. Price Service Center, located in Fairgrounds Neighborhood (south of Benson Highway and east of the South 6th Avenue Corridor), has been a primary fueling facility for the City of Tucson since 1972. The facility maintains underground storage tanks (USTs) for gasoline and diesel.<sup>1</sup>

In June of 1989, fuel leakage was discovered in the soil below the fueling tanks and the City of Tucson began subsurface and groundwater investigations. They discovered that gasoline had permeated the soil to a clay layer 90 feet below the site which is in the upper groundwater zone.

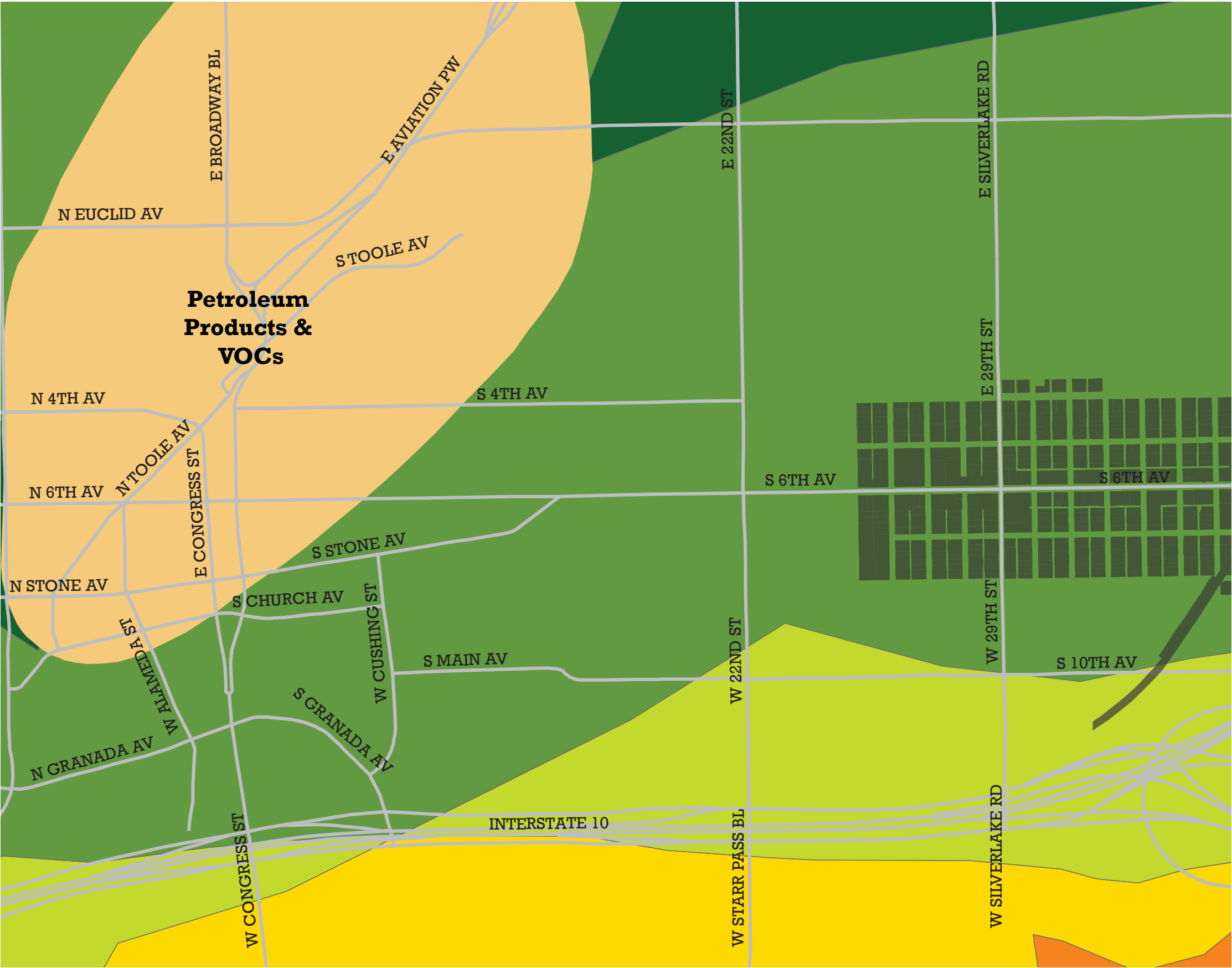
The tanks were emptied and removed in the early 1990s. Today, the City operates 67 shallow and lower groundwater monitoring and remediation wells to detect gasoline in the upper groundwater zone. They also operate two soil vapor extraction systems to remove any contamination in the soil. The site is considered an active clean-up site and costs approximately \$95,000 per year in maintenance.

Although groundwater contamination has been detected, there are no Tucson Water drinking wells nearby. See Figure 3.12 for information on groundwater contamination risk. The groundwater pollution potential shown in figure 3.12 is based on seven weighted hydrogeologic parameters of the region. General activities of concern are landfills, feed lots, septic systems, roadway runoff, cemeteries, and leaking underground storage tanks.

TIAA Superfund

The south end of the South 6th Avenue Commercial Corridor is included in the approximately ten square mile Tucson International Airport Area (TIAA) Superfund Site.<sup>2</sup>

The history of contamination in this area goes back to 1942 and has included discharge of aircraft liquids and other wastes directly into the soil, fire drill training areas where wastes from training operations were left in unlined pits, and unlined landfills. In 1988, the EPA treated the groundwater contamination plume north of Los Reales Road by pumping and air stripping the contaminated groundwater, followed by discharging the treated water to the municipal water distribution system. While current human exposures on-site are considered under control, groundwater contamination migration is not.

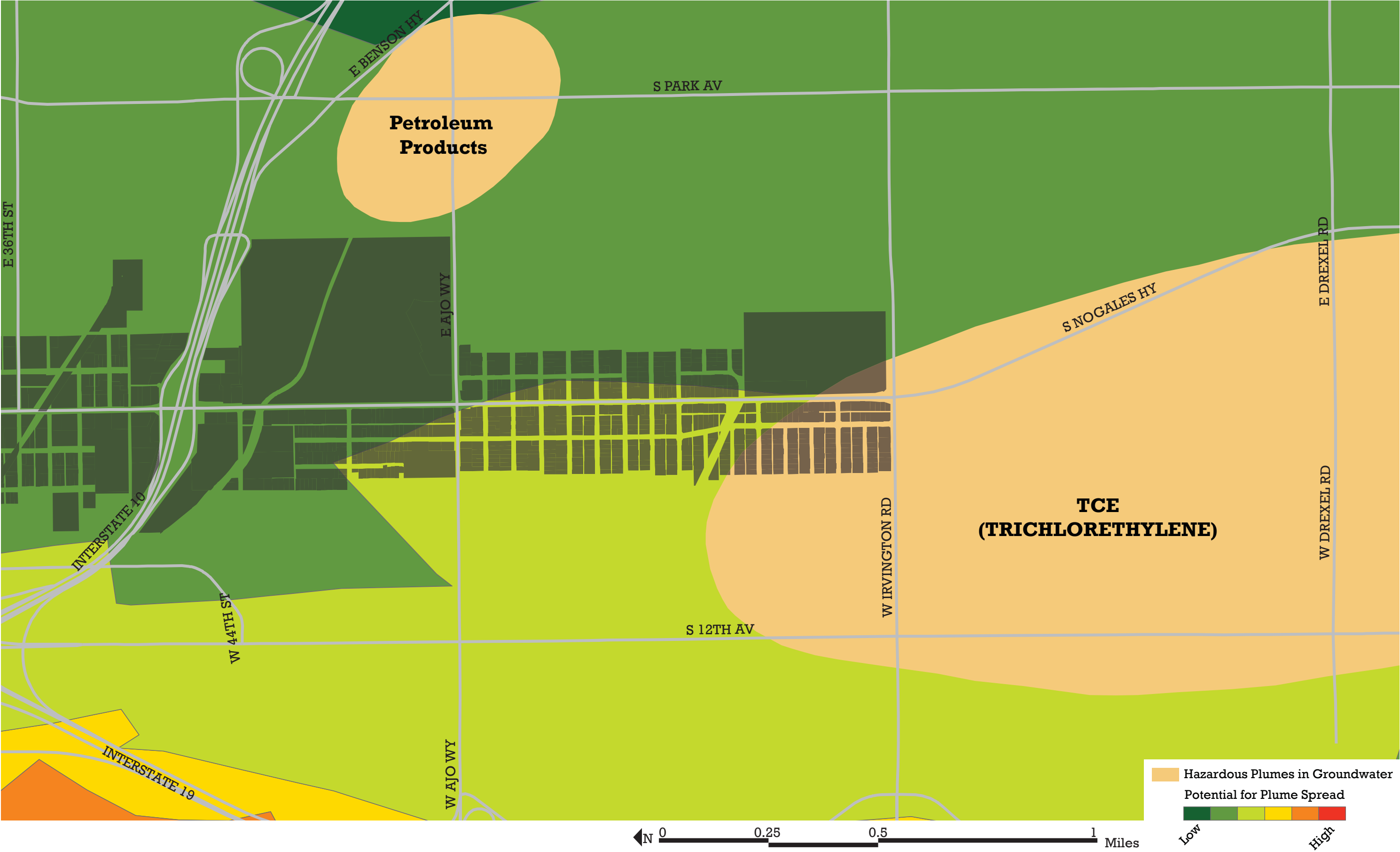


**Figure 3.12: Contamination-South 6th Avenue Commercial Corridor**  
Sources: Pima County Department of Environmental Quality and Pima County GIS Library, August 2011.

<sup>1</sup> Information for this section taken from <http://dot.tucsonaz.gov>.

<sup>2</sup> Source: [www.epa.gov/region09/TucsonAirport](http://www.epa.gov/region09/TucsonAirport).





Crime Incidents

Drachman Institute compiled the number and types of all crime incidents reported from January 1-July 30, 2012, south of Interstate 10 using the Tucson Police Department Crime Statistics Search.<sup>1</sup> The City of South Tucson Police Department provided crime data for all incidents north of Interstate 10. See Table 3.6 and Figure 3.13 for incident type and approximate location.

<sup>1</sup> <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>. Database includes archived crime data through July 30, 2012.

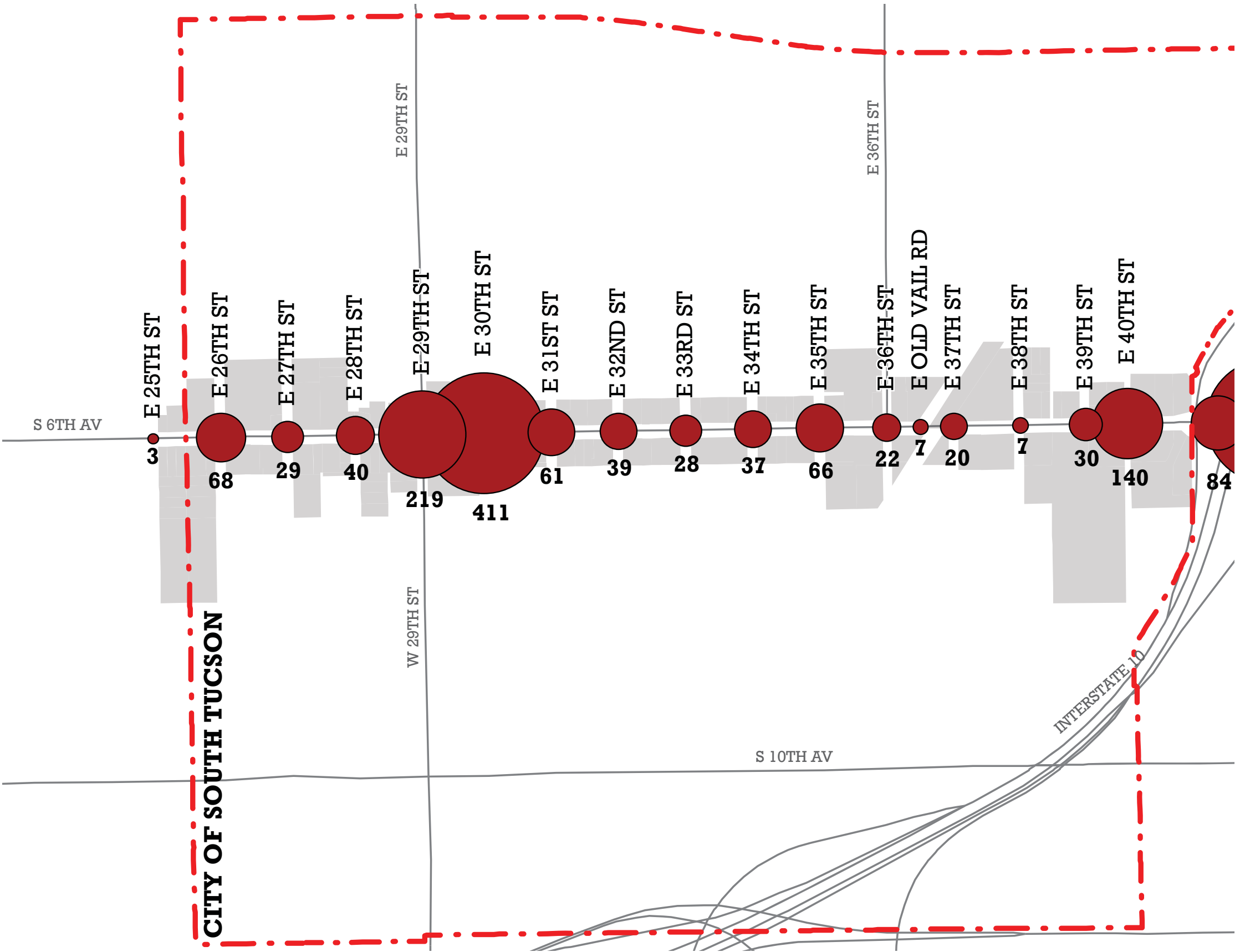
**Table 3.6: Crime Incidents: January-July 2012**  
*South 6th Avenue Commercial Corridor*

Crime	Number of Crimes	% of Total Crime
Aggravated Assault	55	3.0%
Arson	1	0.0%
Burglary	11	0.6%
Criminal Damage	43	2.4%
Disorderly Conduct/Public Disturbance	350	19.2%
Domestic Violence/Offenses Against Family & Children	23	1.3%
DUI	38	2.1%
Embezzlement/Forgery/Fraud	25	1.4%
Larceny/Theft	707	38.8%
Liquor Laws	56	3.1%
Mental Cases	42	2.3%
Motor Vehicle Theft	16	0.9%
Narcotic Drug Laws	85	4.7%
Other Assaults	16	0.9%
Robbery	19	1.0%
Sex Offenses	12	0.7%
Suspicious Activity	254	13.9%
Trespassing	51	2.8%
Vagrancy	9	0.5%
Weapons	7	0.4%
TOTAL	1820	100%

Notes:

- 652 cases of shoplifting were reported in the designated corridor.
- The following incidents were not included: civil matters, motor vehicle stops, assist other agency, public hazard, false alarms, unfounded, public assist/check welfare, traffic accidents, miscellaneous officer, other offenses/other misdemeanors, sick/cared for, lost/found property, juvenile offenses/runaways.
- Crimes reported from 1/1/2012 - 7/30/2012.

Sources: Tucson Police Department, 2012. <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>. City of South Tucson Police Department, 2013.



**Figure 3.13: Number and Approximate Location of Crime Incidents-South 6th Avenue Commercial Corridor**  
NOTES: Red circles indicate the approximate location and number of incidents reported between January 1 and July 30, 2012.  
Sources: Data provided by the City of South Tucson Police Department and the Tucson Police Department.





**Pedestrian**

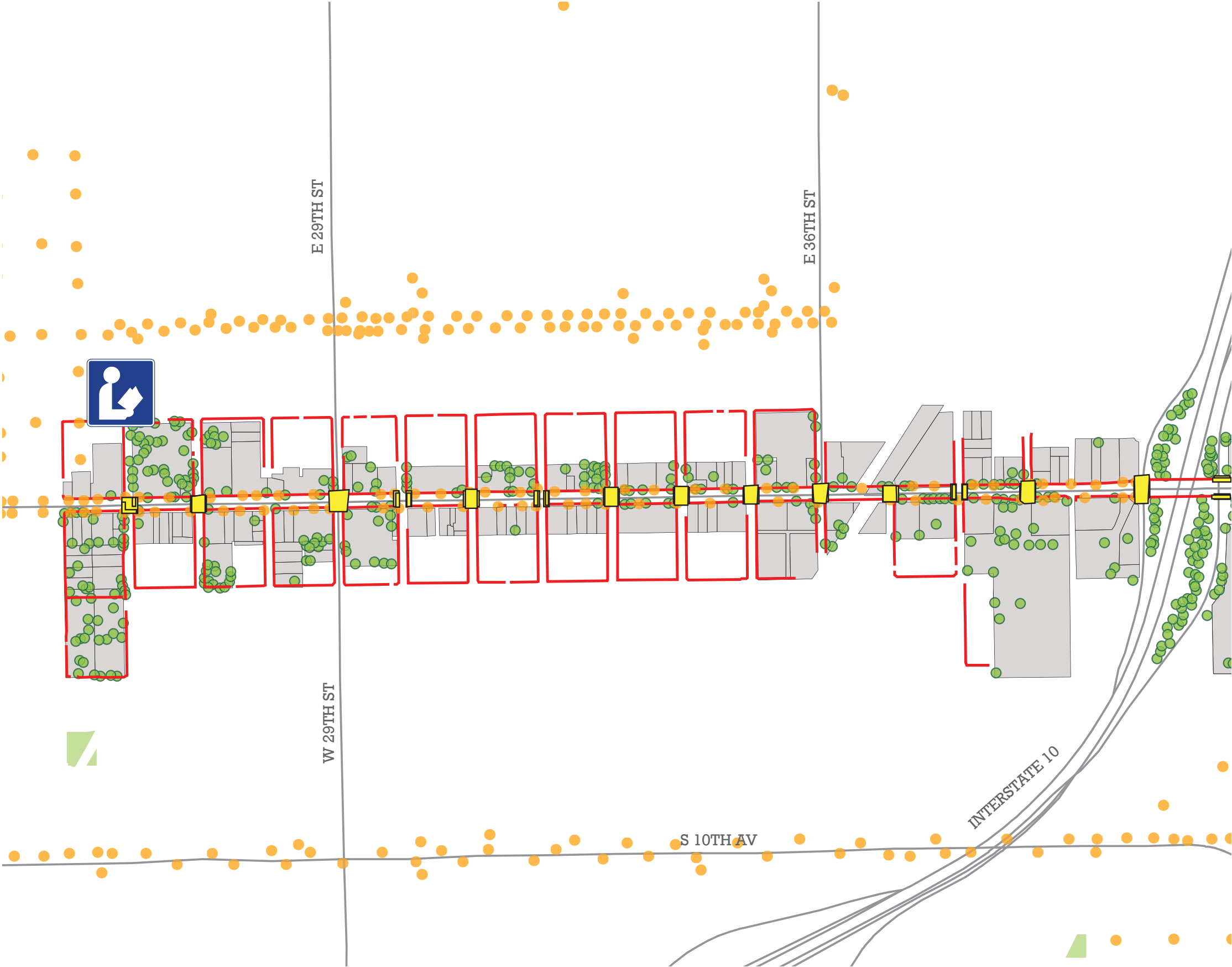
In order to assess the pedestrian environment and pedestrian accessibility in the corridor, the Drachman windshield survey teams recorded the presence of trees in the right of way, lighting, curbs, sidewalks, and whether there is a clear accessible pedestrian path from the right-of-way to the address. Results are shown in Table 3.7 and Figure 3.14.

**Table 3.7: Pedestrian Data-**  
*South 6th Avenue Commercial Corridor*

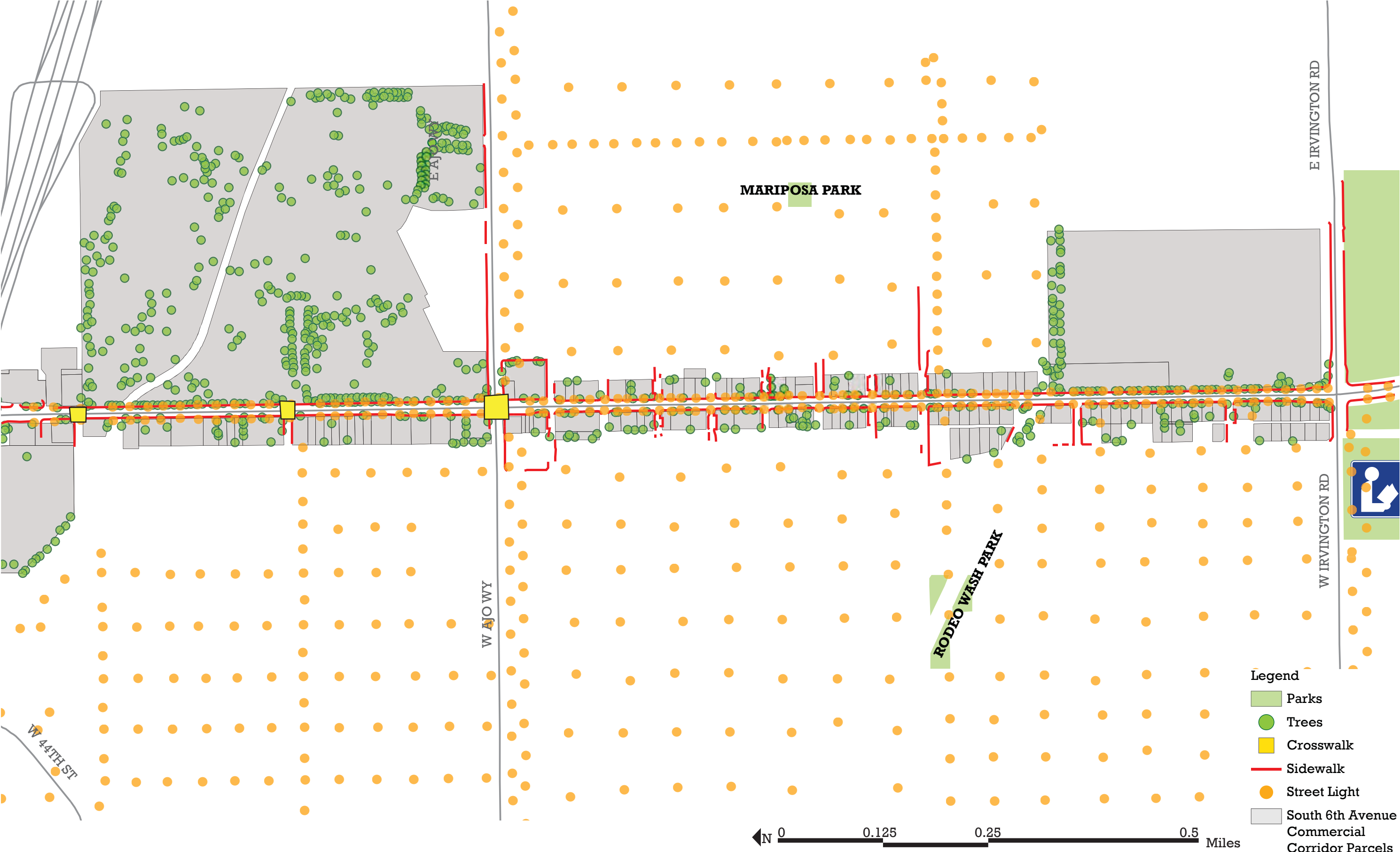
	Number	Percentage
<b>Trees in Right-of-Way*</b>		
Yes	112	39.6%
No	171	60.4%
Total Parcels	283	100%
<b>Lighting*</b>		
Yes	255	90.1%
No	28	9.9%
Total Parcels	283	100%
<b>Curb*</b>		
Yes	274	96.8%
No	9	3.2%
Total Parcels	283	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	70	30.8%
No	157	69.2%
Total Businesses	227	100%
<b>Sidewalk**</b>		
Yes	190	83.7%
No	37	16.3%
Total Businesses	227	100%

\* Data is by parcel. There are 283 total parcels.  
\*\* Data is by business property. There are 227 businesses properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.

3. South 6th Avenue

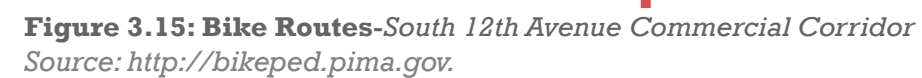


**Figure 3.14: Sidewalks, Street Trees, and Street Lights- South 6th Avenue Commercial Corridor**  
Sources: Drachman windshield survey, 2012, and Pima County Department of Transportation Engineering, 2011.

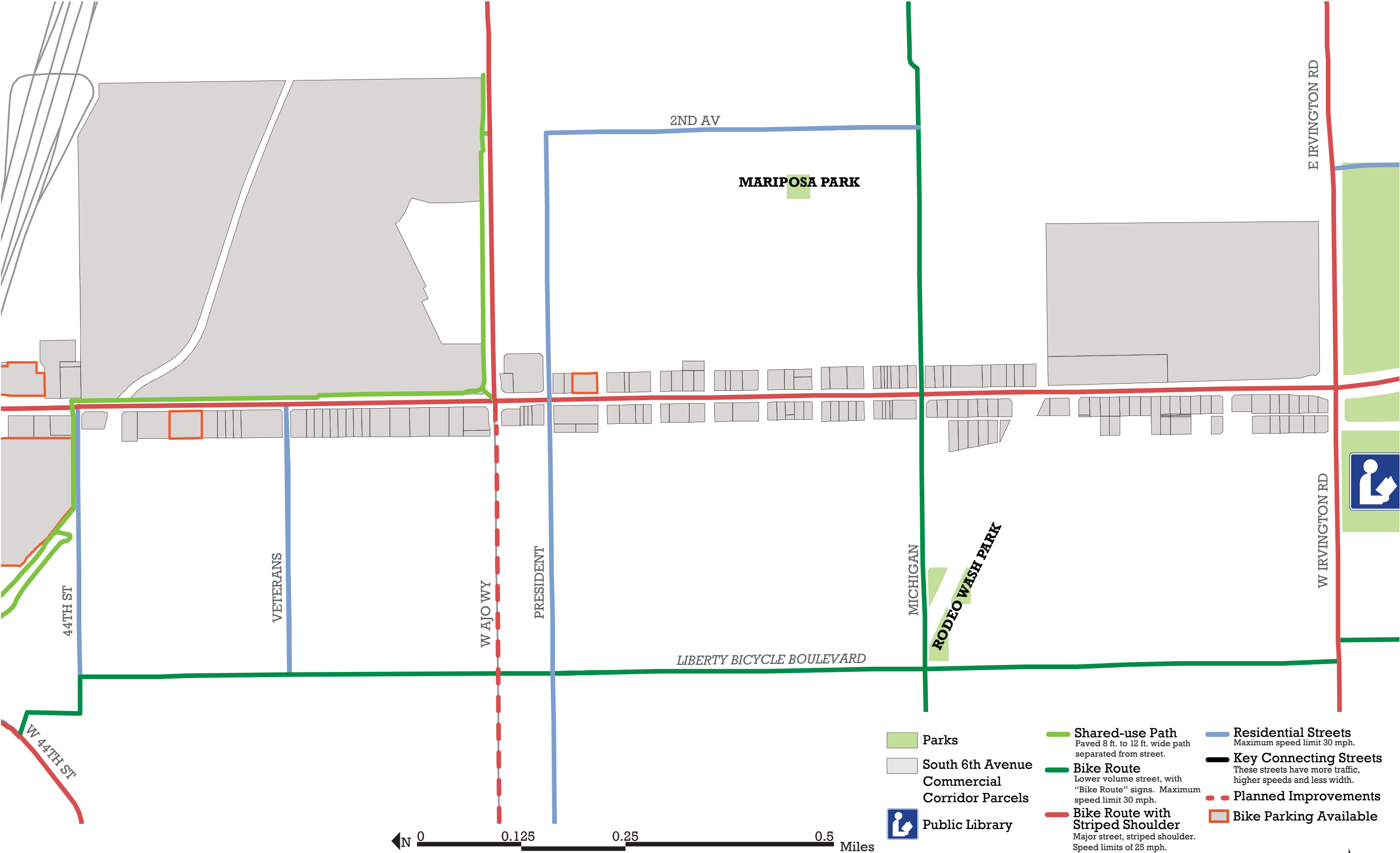


**Table 3.8: Bicycle Data-**  
*South 6th Avenue Commercial Corridor*

*\*Data is by business property, not parcel. There are 227 business properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.*







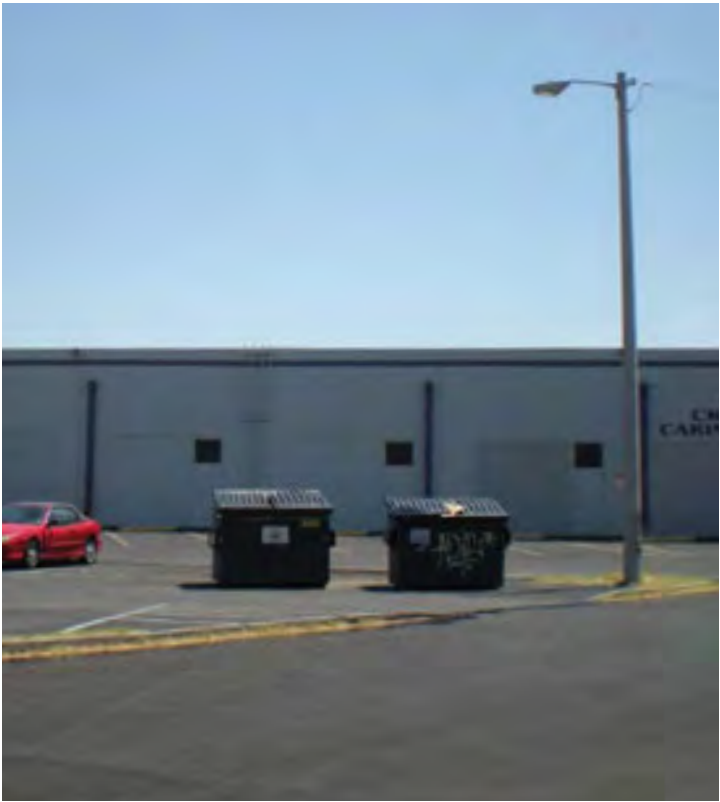
Cars and Service Access

On the South 6th Avenue Commercial Corridor the average traffic speed is 30-35 mph, with an average daily traffic count ranging from 21,500 to 32,800. Figure 3.16 shows the building footprint and parking along the corridor.

Table 3.9: Service Access Data-  
South 6th Avenue Commercial Corridor

	Number	Percentage
Loading Zone by Business		
No	158	69.6%
Yes	65	28.6%
Unable to Assess	4	1.8%
Total	227	100%
Dumpster by Business		
No	103	45.4%
Yes	120	52.9%
Unable to Assess	4	1.8%
Total	227	100%

Note: Data is by business property and does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



Windshield teams recorded the presence of dumpsters for each business.

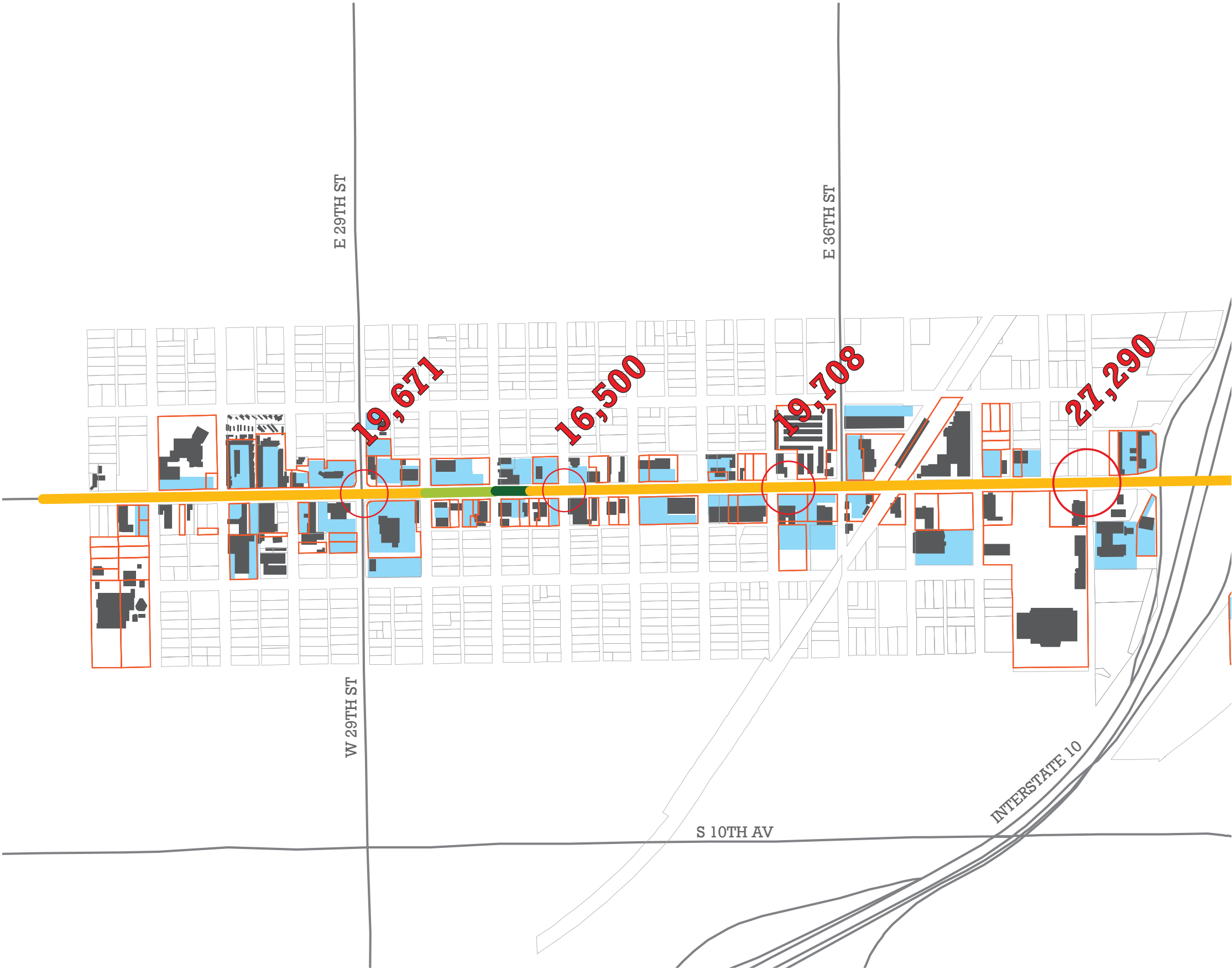
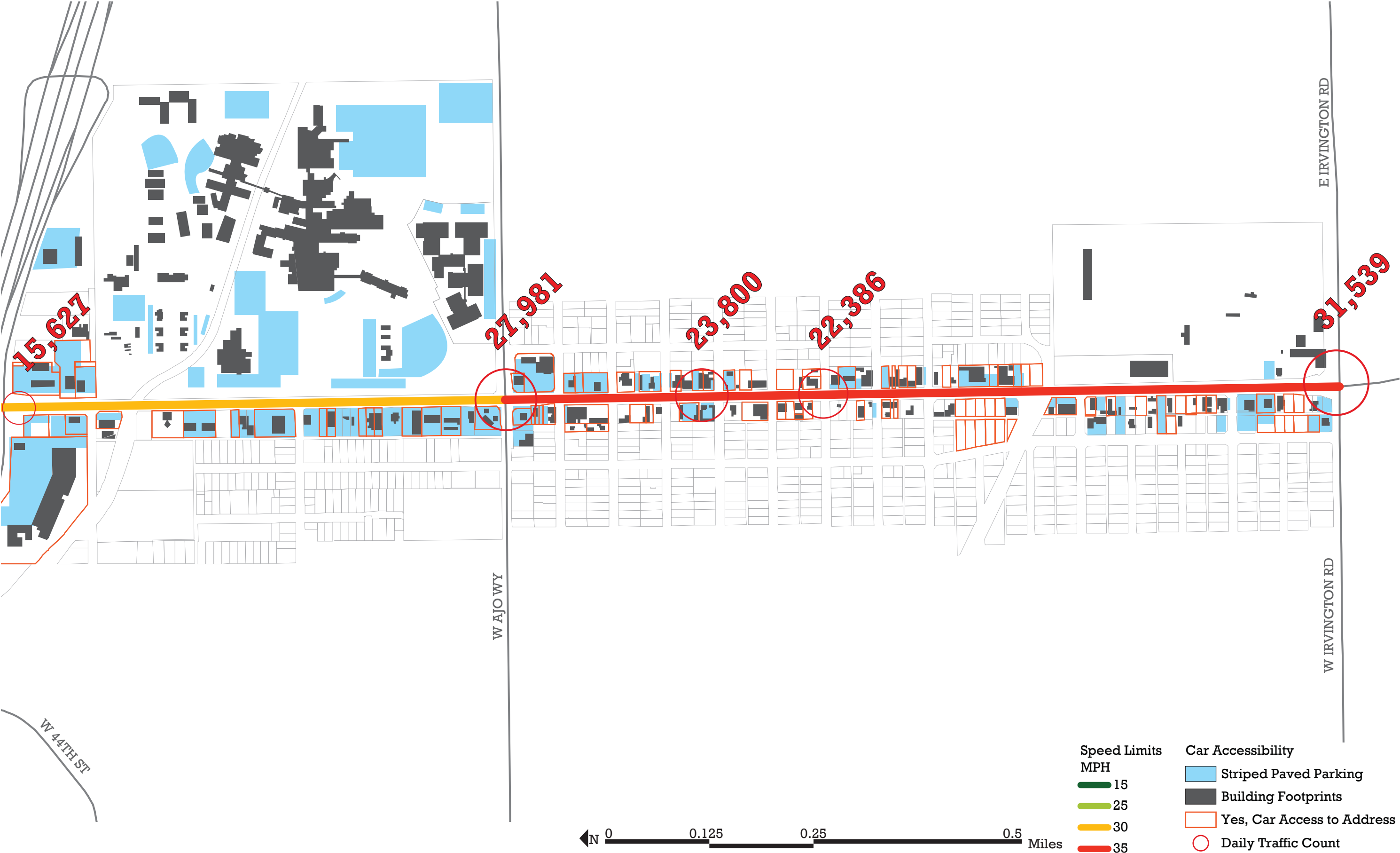


Figure 3.16: Car and Service Access-South 6th Avenue Commercial Corridor  
Sources: Drachman windshield survey, 2012, Pima County DOT & DSD, 2012, and Pima County GIS Library.



3. South 6th Avenue



Bus

The South 6th Avenue Commercial Corridor is served by multiple Sun Tran bus routes (Table 3.10). The Roy Laos Transit Center is located just southwest of the corridor and provides connectivity to the greater Tucson area (Figure 3.17). Figure 3.18 shows the location of sheltered and unsheltered bus stops along the corridor.

Table 3.10: Bus Ridership-  
South 6th Avenue Commercial Corridor

Route	City-Wide Ridership/ Month	Passengers per Hour	Ranking*
2	30,259	20.4	18
6	98,669	29.4	9
8	246,291	35.8	2
11	104,513	35.4	3
23	39,856	25.1	14
26	26,921	22.0	17
50	9,748	17.8	23

Source: Sun Tran, 2012.  
\*Ranking is from 1-40 bus routes, with #1 having the most passengers per hour (data for June 2012).



An un-sheltered bus stop on South 6th Avenue

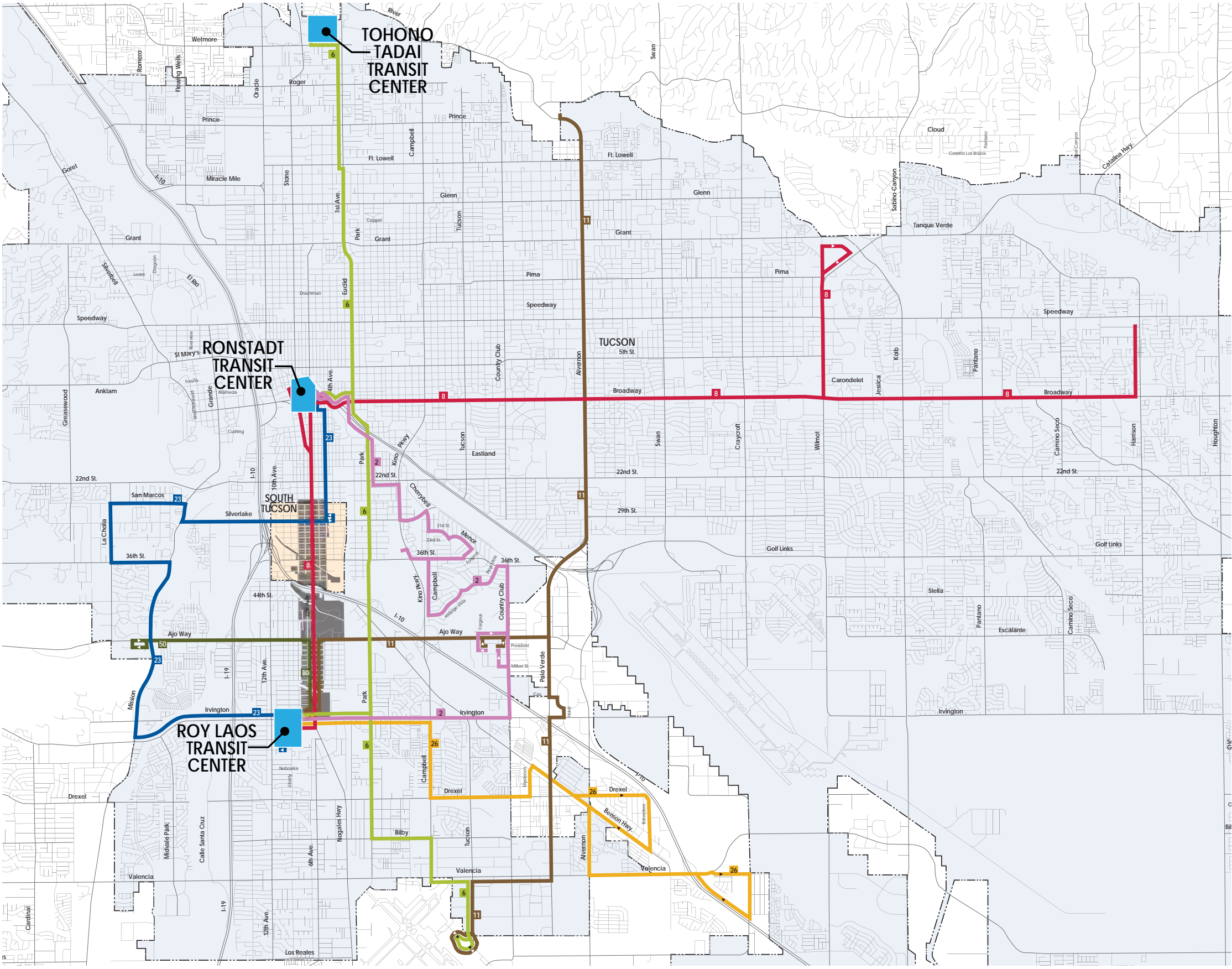
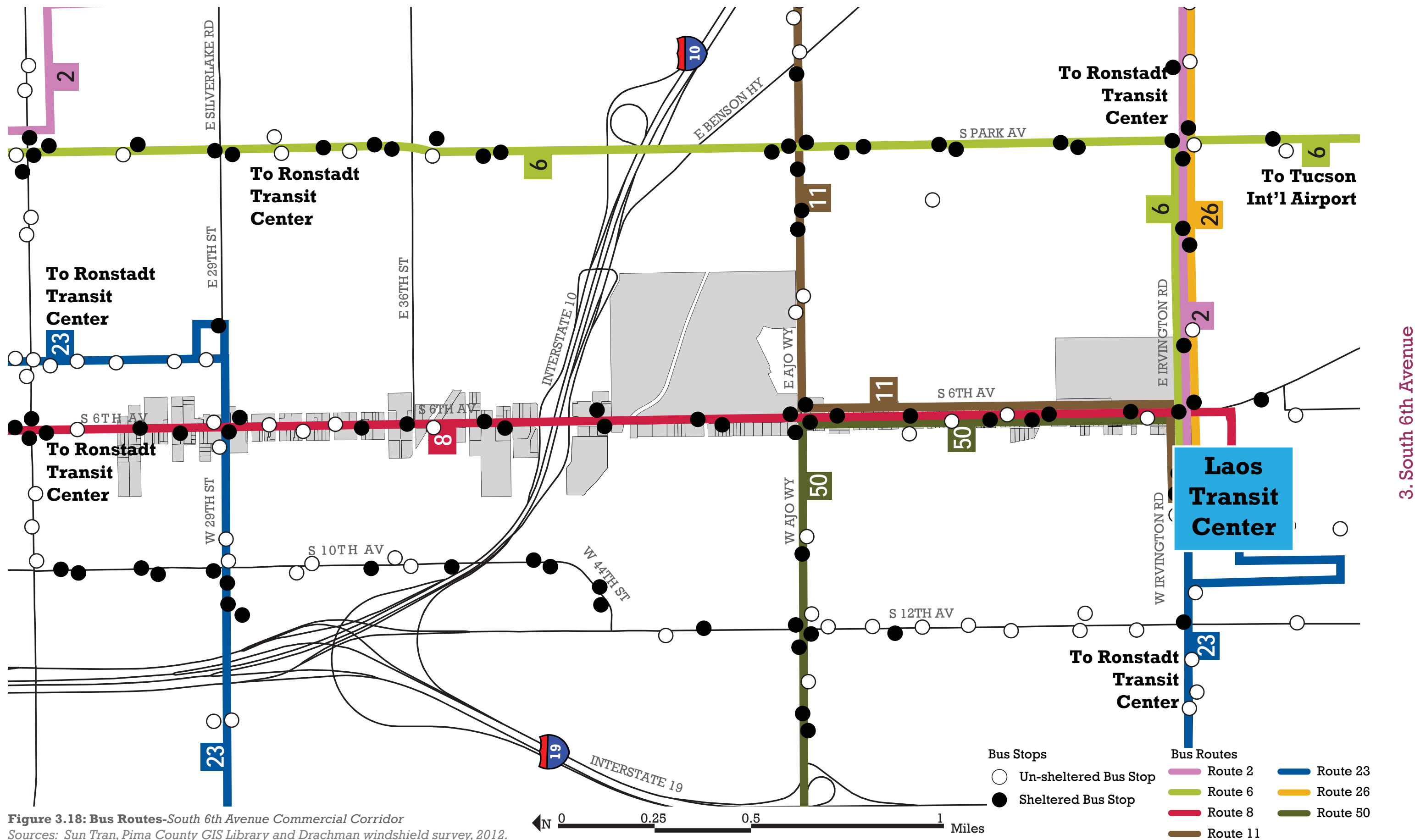


Figure 3.17: Transit Connectivity-South 6th Avenue Commercial Corridor  
Source: Sun Tran, 2013.



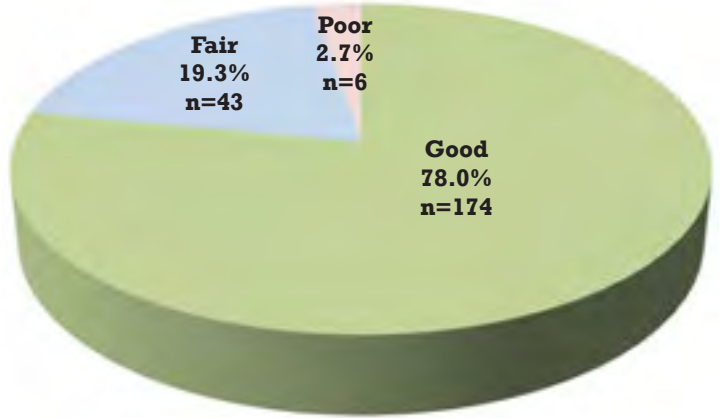
**Figure 3.18: Bus Routes-South 6th Avenue Commercial Corridor**  
Sources: Sun Tran, Pima County GIS Library and Drachman windshield survey, 2012.



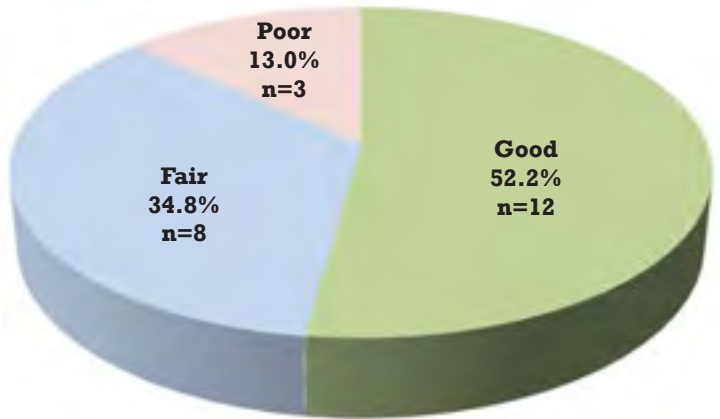
Building Conditions

The majority (78.0 percent) of business properties on the South 6th Avenue Corridor are in ‘Good’ condition (see Figure 3.19). Approximately 19.3 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. Six structures are in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

Twenty-three business properties on the corridor are vacant. Of these vacant businesses, almost half are in ‘Fair’ or ‘Poor’ condition.



**Figure 3.19: Condition of All Business Properties-South 6th Avenue Commercial Corridor**  
*Excludes parking lots, vacant lots, residential, and four parcels that were unable to be assessed.*



**Figure 3.20: Condition of Vacant Business Properties-South 6th Avenue Commercial Corridor**



*Windshield survey teams assessed the condition of structures and grounds for each business property.*

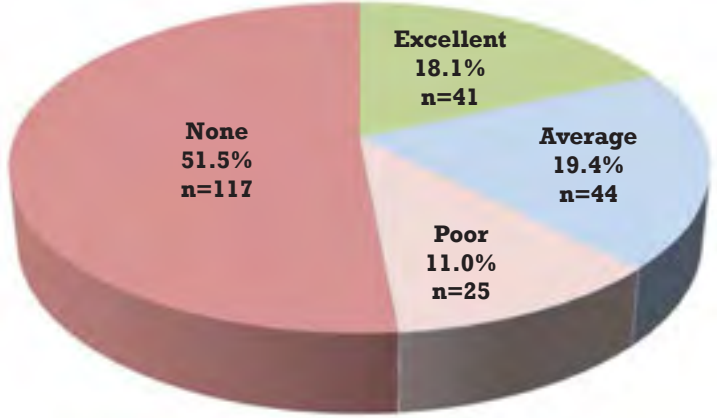


*Example of a business with no landscape to assess.*

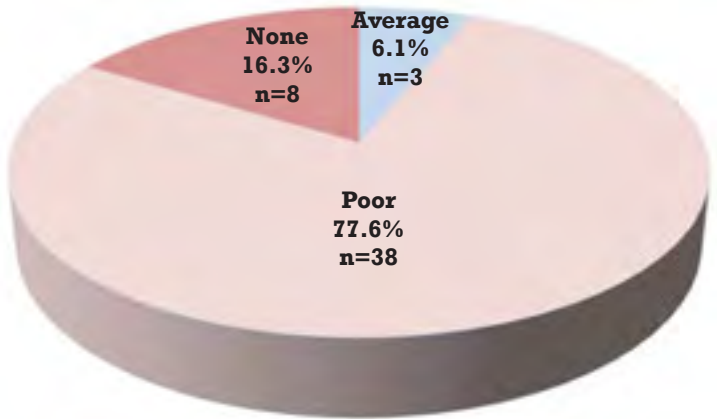
Grounds Condition

More than half of business properties on the South 6th Avenue Corridor do not have landscape or grounds to assess (Figure 3.21). Approximately 18.4 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the condition of vacant lots on the corridor. Thirty-eight of the forty-nine vacant lots had grounds in poor condition and all forty-nine had litter at the time of the windshield survey (Figure 3.22).



**Figure 3.21: Landscape Condition of All Business Properties- South 6th Avenue Commercial Corridor**  
*Excludes parks, parking lots, vacant lots, and residential.*



**Figure 3.22: Landscape Condition of Vacant Lots-South 6th Avenue Commercial Corridor**  
*Note: All 49 vacant lots had litter and 14 of the 49 parcels had graffiti at the time of the windshield survey.*

**Table 3.11: Type of Parcel Border by Business Property-South 6th Avenue Commercial Corridor**

	Number	Percentage
Fence	21	9.3%
Wall	13	5.7%
Landscape/Hard-scape	40	17.6%
None	153	67.4%
Total	227	100%

**Table 3.12: Trees in the Right-of-Way by Business Property-South 6th Avenue Commercial Corridor**

	Number	Percentage
Yes	105	46.3%
No	122	53.7%
Total	227	100%

**Table 3.13: Trees on Parcel by Business Property-South 6th Avenue Commercial Corridor**

	Number	Percentage
Yes	72	31.7%
No	155	68.3%
Total	227	100%

**Table 3.14: Miscellaneous Exterior Conditions by Business Property-South 6th Avenue Commercial Corridor**

Evaluated Condition	Number*	Percentage of Total Businesses
Exterior Lighting	222	97.8%
Overhead Utilities Present	126	55.5%
Miscellaneous Signs on Parcel	24	10.6%
Litter Present	207	91.2%
Grffiti Present	136	59.9%

*\*Number indicates the number of business properties with the evaluated condition out of 227 total businesses.*



Signage

The majority of existing monument and individual business signs are in good condition and do not require any repairs.



Windshield survey teams assessed the condition of business and monument signs.

Table 3.15: Condition of Individual Business Signs-South 6th Avenue Commercial Corridor

Condition	Number	Percentage
Good	154	67.8%
Average	31	13.7%
Poor	2	0.9%
None	39	17.2%
Total	227	100%

Table 3.16: Condition of Monument Signs by Business-South 6th Avenue Commercial Corridor

Condition	Number	Percentage
Good	85	37.4%
Average	9	4.0%
Poor	4	1.8%
None	129	56.8%
Total	227	100%



Billboards

Windshield survey teams also noted the existence of billboards along the designated commercial corridor. On South 6th Avenue there are a variety of billboards, some of which are in Spanish. See the following examples below and to the right.



Billboard Examples- South 6th Avenue Commercial Corridor





Vacancy

Vacant Business Properties

At the time of the windshield survey, 23 out of 227 business properties within the designated corridor area were identified as vacant (10.1 percent). The windshield survey teams also recorded the presence of signage indicating that a business property was for sale, for lease, or otherwise available. Based on signage, ten business properties in the area were available in August 2012.

Vacant Housing Units Adjacent to the Corridor

The 2010 U.S. Census provides data on all vacant housing units in an area including those for rent or for sale, those vacant properties that are vacant due to seasonal, recreational, or occasional use, and “other vacant” which may be recent foreclosures or units that owners or renters have walked away from (see Table 3.17). According to census data for one-quarter mile on either side of South 6th Avenue, the total housing vacancy rate is 13.2 percent.

Vacant Lots and Parking

Drachman Institute identified 49 out of 283 parcels (17.3 percent) on the South 6th Avenue Commercial Corridor as vacant (see Figure 3.23). Litter is a problem on vacant land as all forty-nine vacant parcels had litter at the time of the windshield survey.

An additional 36 out of 283 parcels (12.7 percent) are identified as surface parking lots (see Figure 3.23).

Table 3.17: Housing Units by Vacancy Status-South 6th Avenue Commercial Corridor

Vacant Units	Units	Percent
For Rent	167	5.7%
Rented, not occupied	6	0.2%
For Sale	36	1.2%
Sold, not occupied	2	0.1%
Other Vacant*	168	5.7%
For seasonal/ recreational/ occasional use	6	0.2%
For Migrant Workers	0	0.0%
Total Vacant Units	385	13.2%
Total Housing Units	2925	100%

Data for one-quarter mile on either side of designated area on South 6th Avenue. Source: U.S. Census 2010 Summary File 1 (ESRI).

\*Includes recent foreclosures or units that owners have walked away from.



A vacant parcel on the South 6th Avenue Commercial Corridor



Drachman windshield survey teams noted the presence of for sale, for rent, and for lease signs.

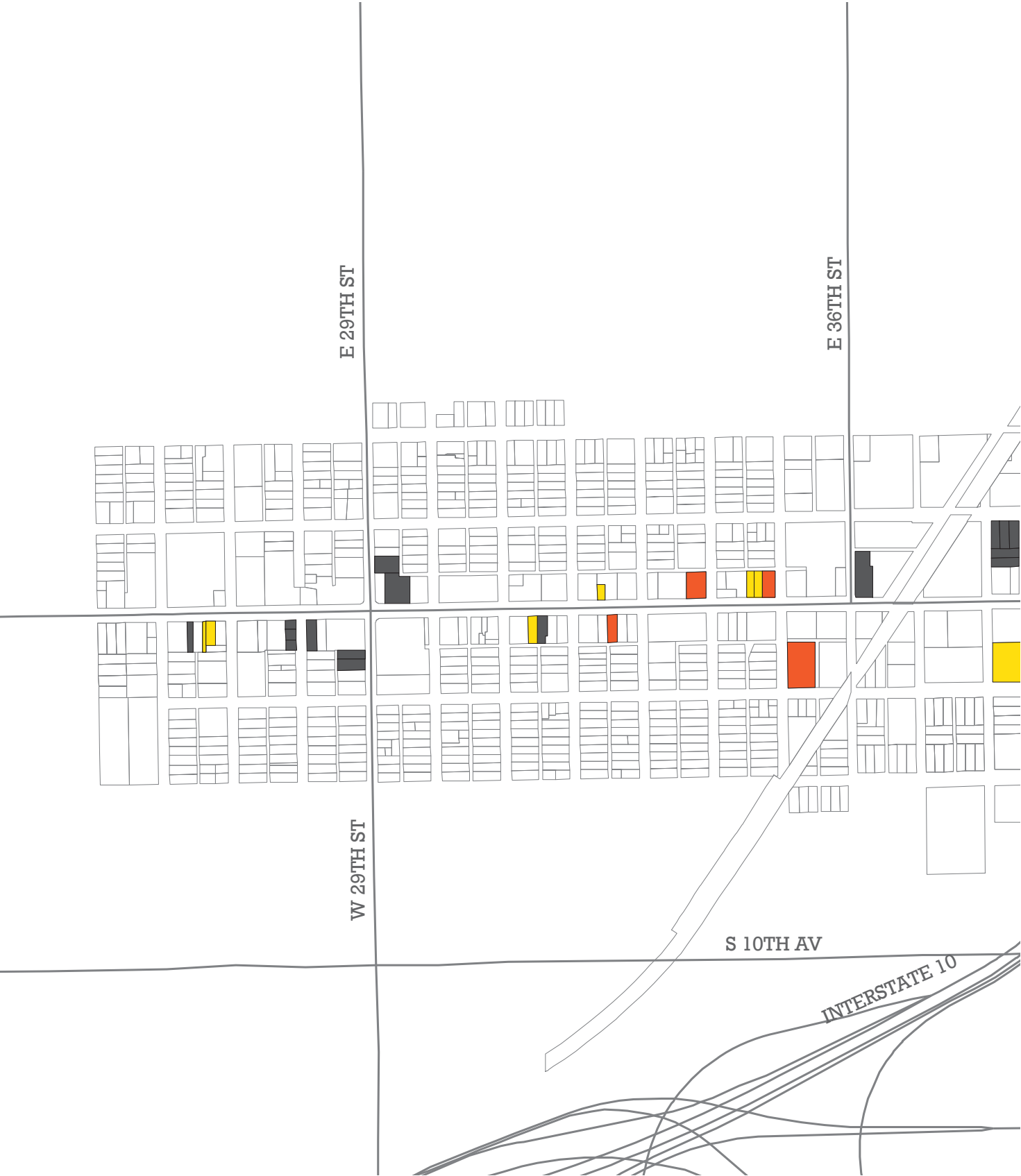


Figure 3.23: Parking Lots, Vacant Business Properties, and Vacant Parcels-South 6th Avenue Commercial Corridor. Source: Drachman windshield survey, 2012.





3. South 6th Avenue

## Commercial Corridor Summary

### Location and Surrounding Neighborhoods

The designated South 6th Avenue Commercial Corridor crosses Interstate 10 and extends from 25th Street (north) to Irvington Road (south). The corridor north of Interstate 10 is within the City of South Tucson. Surrounding neighborhoods include Santa Rita Park Neighborhood to the north and Fairgrounds Neighborhood to the southeast. Although no longer a city designated neighborhood, a large portion of the parcels on the western side of the corridor lie within the Wakefield area.

### Demographics and Housing Characteristics

There are approximately 8,434 residents living in the half-mile area along the corridor (one-quarter mile on each side of the corridor). The area is largely Hispanic (84.9 percent compared to 41.6 percent in the City of Tucson). Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson.

There are approximately 2,925 housing units in the half-mile area, 2,540 which are occupied. Of these occupied units, 43.7 percent are owner-occupied.

### Zoning and Land Use

The majority of parcels on the corridor are zoned for C-2 (SB2A in the City of South Tucson) “general and intensive” commercial uses. Approximately 144 parcels on the South 6th Avenue Commercial Corridor are dedicated to commercial uses (50.9 percent).

### Density

The South 6th Avenue Commercial Corridor has a population density per square mile that ranges from zero to 13,817.6. Block groups with higher density are found south of Ajo Way and east of South 6th Avenue in Fairgrounds Neighborhood, and between East 36th Street and West 29th Street in the City of South Tucson.

### Ownership

More than 70 percent of parcels are owned by multiple owners; just 19.7 percent are owned by individuals.

### Crime

Police departments for the City of Tucson and the City of South Tucson responded to more than 1800 incidents between January 1 and July 30, 2012 on the South 6th Avenue Commercial Corridor. Of these incidents, 652 involved shoplifting.

### Accessibility

In terms of the pedestrian environment, the corridor has curbs and continuous sidewalks and is well-lit at night, but is lacking in shade for daytime walking. More than 60 percent of parcels do not have trees in the right of way.

For bicyclists, there is a continuous bike lane along South 6th Avenue, but riders must be comfortable with high traffic volume. Less than ten percent of businesses offer bike parking.

The corridor caters to automobile access, with daily traffic volume ranging from 21,500 to 32,800. Only 7.5 percent of businesses do not have some form of automobile parking available.

The designated corridor is served by three main bus routes and offers numerous sheltered and unsheltered bus stops.

### Building Conditions and Grounds Conditions

The majority (78.0 percent) of business properties on the South 6th Avenue Corridor are in ‘Good’ condition. Approximately 19.3 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. Six structures are in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

More than half of business properties on the South 6th Avenue Corridor do not have landscape or grounds to assess. Approximately 18.4 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

### Vacancy

At the time of the windshield survey, 23 out of 227 business properties within the designated corridor area were identified as vacant (10.1 percent). Drachman Institute identified 49 out of 283 parcels (17.3 percent) on the corridor as vacant.

According to census data for one-quarter mile on either side of South 6th Avenue, the total housing vacancy rate is 13.2 percent.



Signs indicate when you are entering and leaving the City of South Tucson.



Interstate 10 overpass

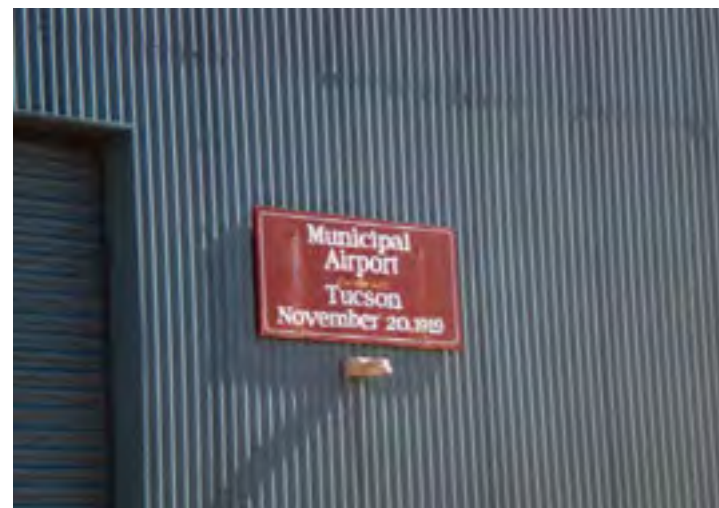




The City of South Tucson is north of Interstate-10 on the designated South 6th Avenue Commercial Corridor.



The Southern Arizona Veteran's Health Care System Complex lies on the designated South 6th Avenue Corridor just north of Ajo Way.



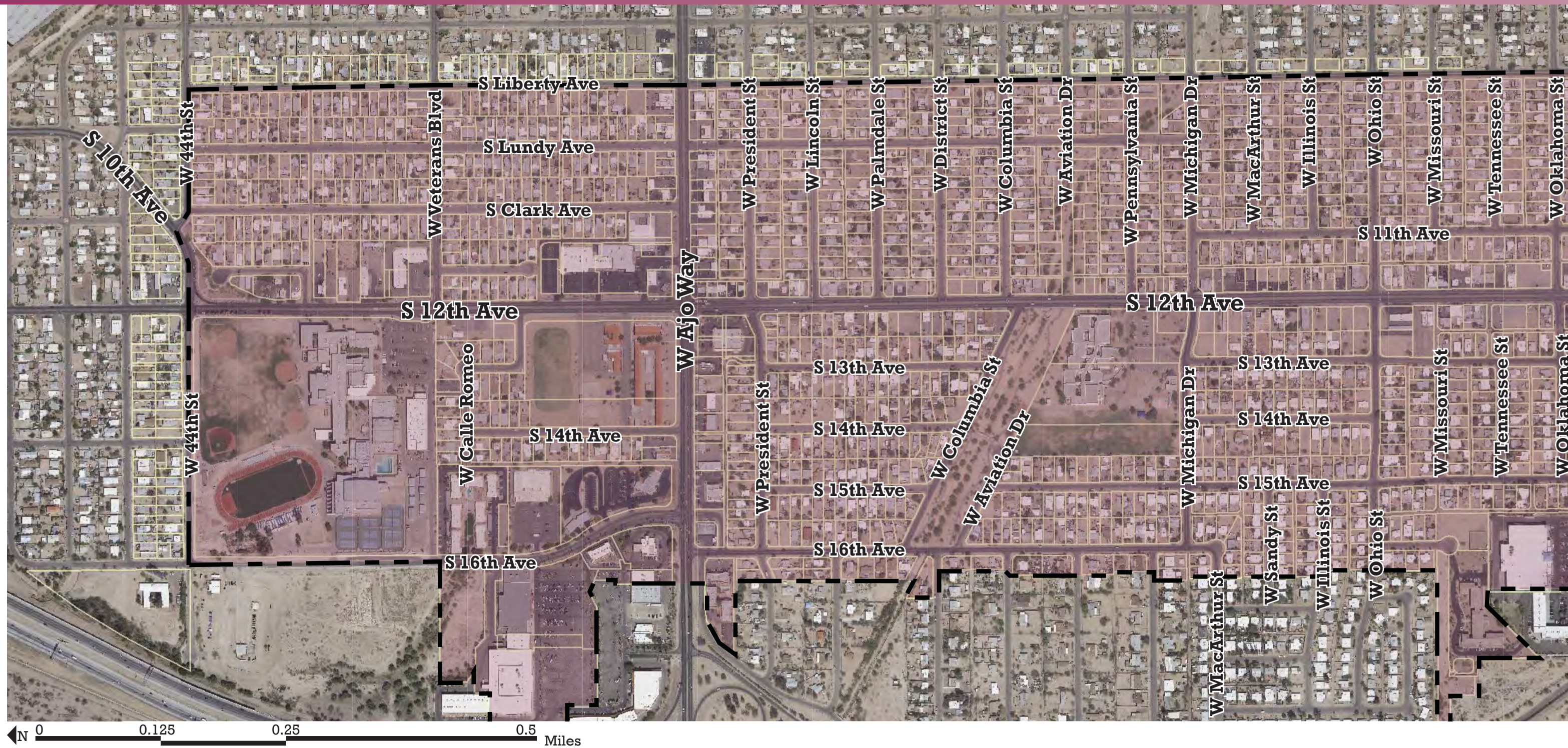
The Tucson Rodeo Grounds are on the southeast corner of the South 6th Avenue Commercial Corridor. This area was originally Tucson's first airport in 1919.



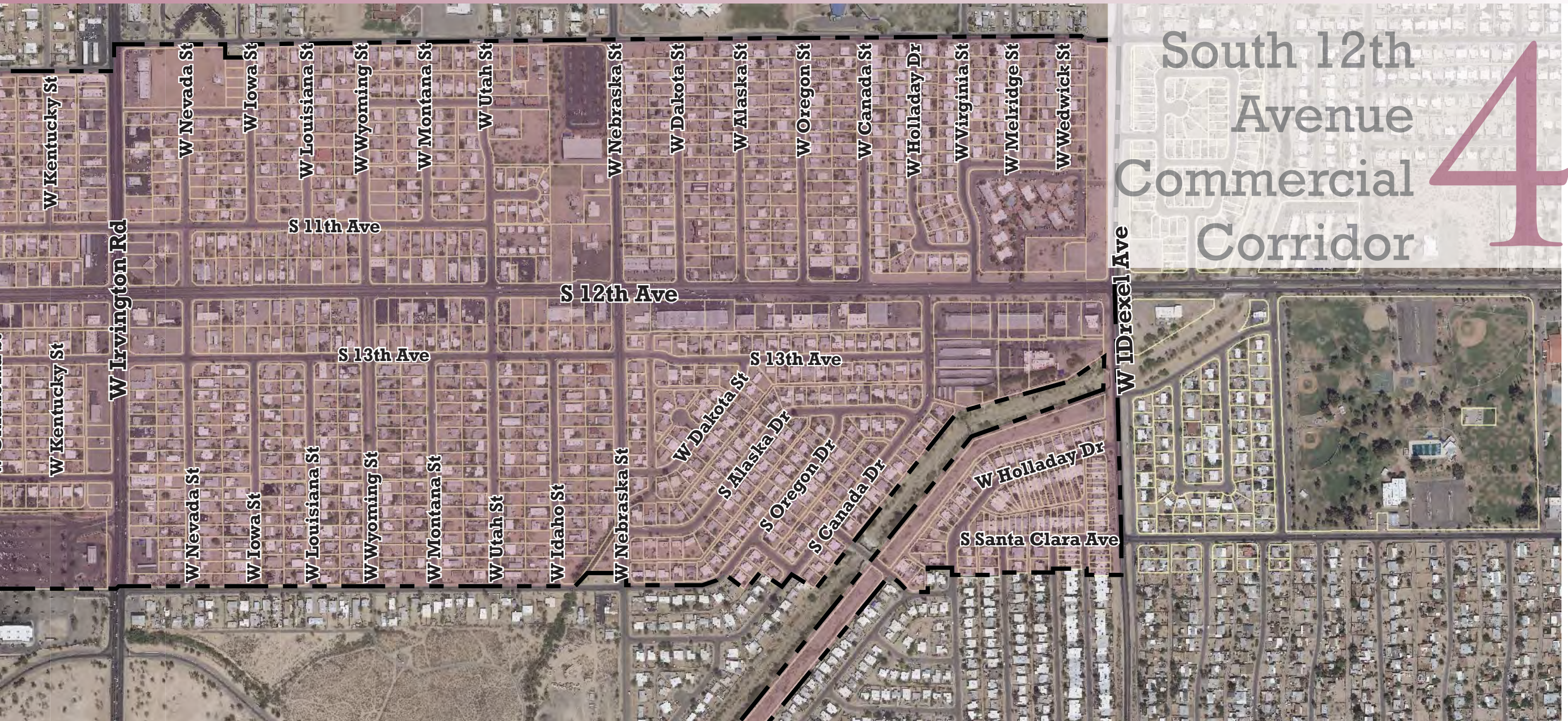
The photos above depict examples of businesses on the designated South 6th Avenue Commercial Corridor.



#### 4. South 12th Avenue







4. South 12th Avenue

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Introduction

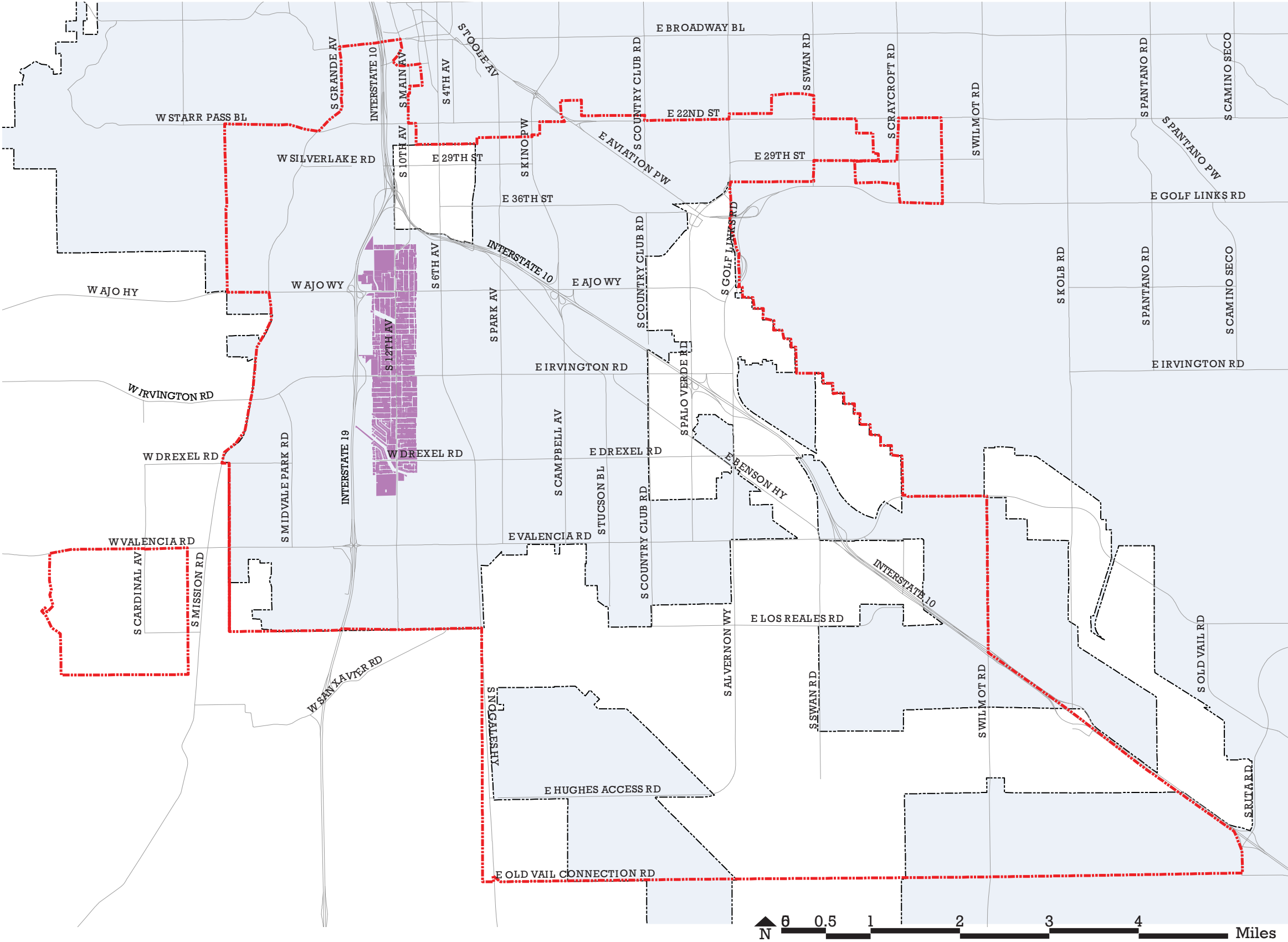
The designated South 12th Avenue Commercial Corridor is located south of Interstate 10 and east of Interstate 19. The corridor extends from 44th Street (north) to Drexel Road (south) and is approximately 2.5 miles long (see Figure 4.1).

The Drachman windshield survey team evaluated 260 parcels and 235 businesses on the South 12th Avenue Commercial Corridor in August 2012.

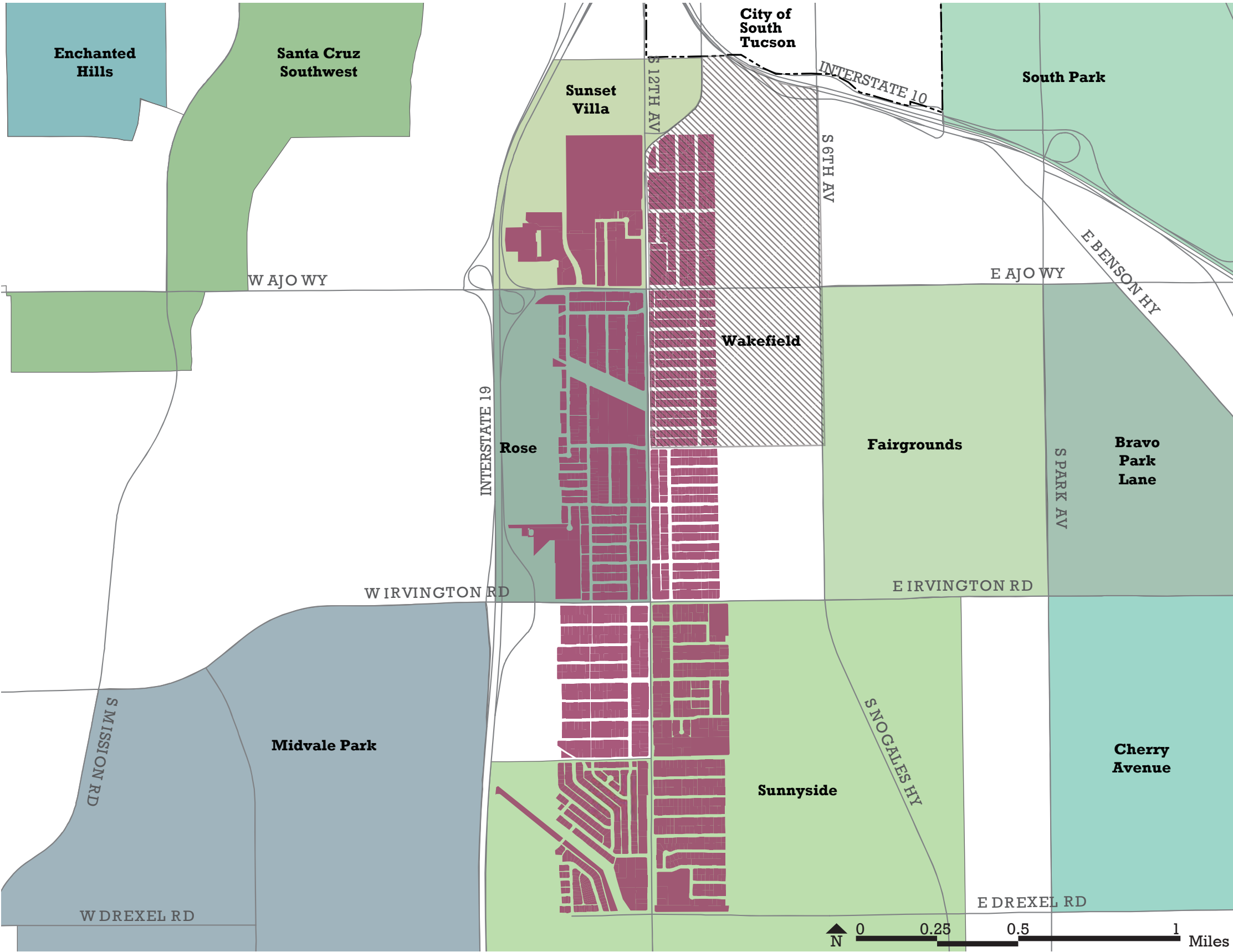
4. South 12th Avenue



A strip mall on South 12th Avenue



**Figure 4.1: Location-South 12th Avenue Commercial Corridor**  
The South 12th Avenue Corridor is south of Interstate 10 and east of Interstate 19. The red line represents the NSP2 target area boundary.  
Source: Pima County GIS Library, 2012.



**Neighborhoods**  
Sections of the South 12th Avenue Commercial Corridor lie within the boundaries of established neighborhoods. These neighborhoods include Sunset Villa Neighborhood to the northwest, Rose Neighborhood to the west, and Sunnyside Neighborhood to the southeast, southwest, and south. Although no longer an official city-designated neighborhood, a portion of the parcels on the east side of the South 12th Avenue Commercial Corridor lie within what was previously the Wakefield Neighborhood (shown as the hatched area on Figure 4.2).



**Figure 4.2: Surrounding Neighborhoods-South 12th Avenue Commercial Corridor**  
The designated South 12th Avenue Commercial Corridor is surrounded by Rose Neighborhood, Sunnyside Neighborhood, Sunset Villa Neighborhood, and Wakefield area.  
Sources: City of Tucson and the Pima County GIS Library, 2012.

Demographics and Housing Characteristics

Statistics are provided for the half-mile area (one-quarter mile on each side of the corridor) extending from South 16th Avenue on the west to South Liberty Avenue on the east (see Figure 4.3).

Institute (ESRI), Community Analyst Data Service.<sup>1</sup> Statistics are from the 2010 U.S. Census unless otherwise noted.

<sup>1</sup> <http://communityanalyst.esri.com/cao>.

The latest U.S. Census data for the half-mile area are provided by the Environmental Systems Research



**Figure 4.3: Demographic Data Collection Area-South 12th Avenue Commercial Corridor**  
Demographic and housing data obtained for the half-mile area (quarter mile on each side) of the South 12th Avenue Commercial Corridor.  
Sources: Pima County GIS Library and Pima County Assessor, 2012.



Demographics

Table 4.1: Demographics-South 12th Avenue Commercial Corridor Half-Mile Area

	South 12th Avenue Commercial Corridor	Tucson	Pima County
Total Population	8,670	520,116	980,263
Total Households	2,626	205,390	388,660
Median Age	31.6	33.1	37.6
Percent Under 18	30.7%	23.3%	23.0%
Percent Over 65	12.7%	11.9%	15.4%
Median Household Income	\$25,645	\$35,499	\$42,138
Percent Hispanic	90.4%	41.6%	34.6%
Percent High School Graduate or Higher	54.8%	83.1%	86.3%
Percent Bachelor's Degree or Higher	7.1%	24.8%	29.0%
Percent in Poverty	26.1%	17.8%	13.7%

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of education and poverty, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

Housing Characteristics

Table 4.2: Housing Characteristics-South 12th Avenue Commercial Corridor Half-Mile Area

	South 12th Avenue Commercial Corridor	Tucson	Pima County
Median Home Values (owner-occupied units)	\$110,000	\$169,900	\$196,900
Median Year Householder Moved into Unit	1999	2003	2002
Percent Owner-Occupied	56.9%	51.9%	64.1%
Average Household Size	3.29	2.43	2.46
Single-Family Units	77.1%	59.5%	66.0%
Percent Vacant Housing Units	10.3%	10.6%	11.9%
Total Number of Housing Units	2,928	229,762	440,909

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of median home values, year householder moved into unit, and single-family units, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

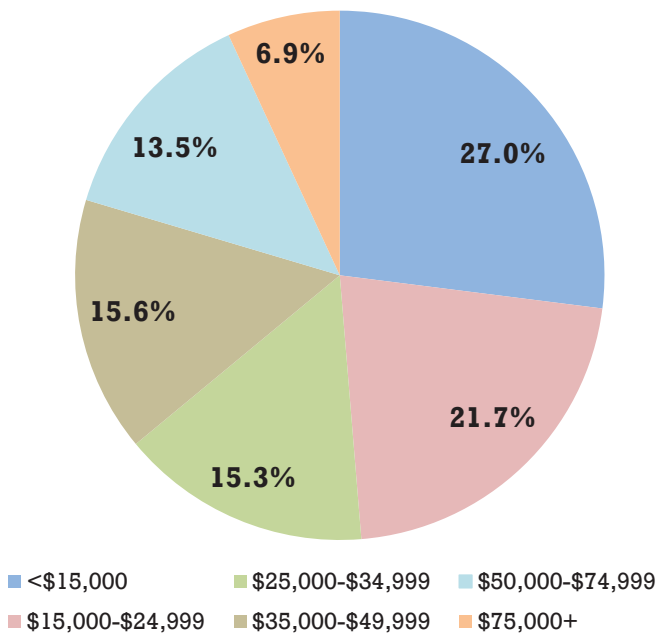


Figure 4.4: Household Income-South 12th Avenue Commercial Corridor (1/2 mile area)  
Source: 2010 U.S. Census (ESRI).

There are approximately 8,670 residents living in the half-mile area along the South 12th Avenue Corridor (one-quarter mile on each side of the corridor). Compared to the City of Tucson and Pima County, residents are young with a median age of 31.6. In fact, 30 percent of residents are under the age of eighteen (see Table 4.1).

In terms of ethnicity, the area is predominantly Hispanic (90.4 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as American Indian (5.5 percent compared to 2.7 percent in the City of Tucson).

Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. Approximately 27 percent of area households earned less than \$15,000 in 2010 (Figure 4.4).

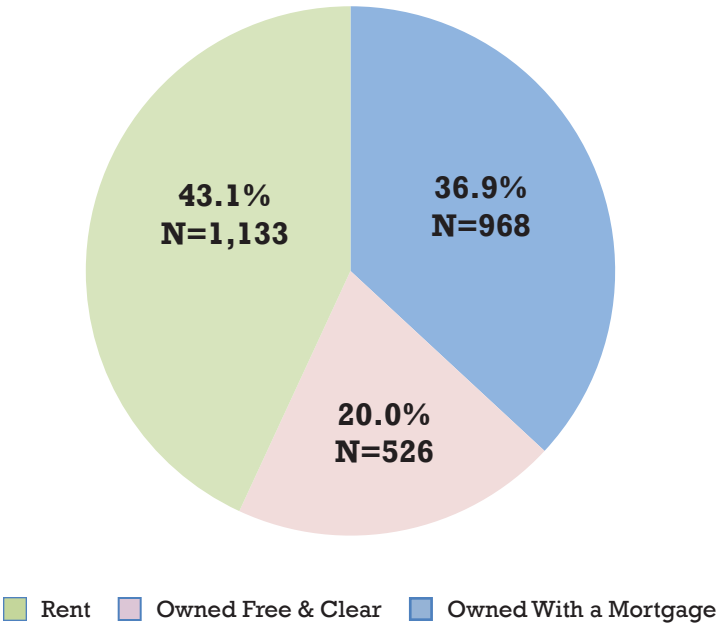


Figure 4.5: Households by Tenure and Mortgage Status-South 12th Avenue Commercial Corridor (1/2 mile area)  
Source: 2010 U.S. Census (ESRI).

There are approximately 2,928 housing units in the half-mile area, 2,626 which are occupied. Of these occupied units, 56.9 percent are owner-occupied. This is higher than the owner-occupied rate for the City of Tucson (51.9 percent) but lower than the rate for Pima County (64.1 percent) (see Table 4.2). A small proportion of households (20 percent) own their home without a mortgage (Figure 4.5).

The median home value of all owner-occupied units is significantly lower than the city and county. The median home value in the area within one-quarter mile of the corridor is \$110,000 compared to \$169,900 in the City of Tucson and \$196,900 in Pima County.

**Zoning**  
The majority of parcels on the corridor are zoned for C-2 “general and intensive” commercial uses (see Figure 4.6 and Table 4.3). This allows for uses such as retail commercial with wholesale, nightclubs, bars, automotive activities, and amusement enterprises. Limited manufacturing is permitted.

**Table 4.3: Zoning Classifications-City of Tucson**

C-1	Local Commercial: A restrictive commercial zone, limited to retail sales with no outside display/storage. Office and residential development permitted. Restaurants permitted.
C-2 C-3	General and Intensive Commercial: Retail commercial with wholesale; nightclubs, bars, amusement enterprises. Full range of automotive activities. Limited manufacturing permitted.
O-3	Office: Professional and semiprofessional office, high density residential developments, limited research and development uses.
I-1	Light Industrial: Commercial, industrial, and manufacturing uses.
P-I	Park Industrial: Administrative, manufacturing, and wholesale activities carried on entirely within an enclosed structure.
R-2	Medium Density Residential: Multifamily and single-family.
R-3	High Density Residential: Primarily for apartment houses; single-family development permitted.



**Figure 4.6: Zoning-South 12th Avenue Commercial Corridor**  
Sources: City of Tucson Development Services and Pima County GIS Library, 2012.





Land Use and Service Area

Approximately 115 of 260 parcels on the South 12th Avenue Commercial Corridor are dedicated to commercial uses (44.2 percent).

Because some parcels contain multiple businesses, Table 4.4 below shows the breakdown of business types and other uses along the corridor.

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the region).

On the designated corridor, 195 businesses are identified as having a local service area, 25 businesses are identified as having a metropolitan service area, and four businesses are identified as having a regional service area.

Table 4.4: Detailed Land Use Data-  
South 12th Avenue Commercial Corridor

Land Use	Number	Percentage
Auto Related	22	6.5%
Bank and Cash Services	4	1.2%
Beauty Services	31	9.1%
Education	3	0.9%
General Merchant	59	17.4%
Government	2	0.6%
Grocery/Market/Convenience Stores	18	5.3%
Health Related	7	2.1%
Hotel	0	0.0%
Office	27	8.0%
Parking	18	5.3%
Religious	6	1.8%
Residential	40	11.8%
Restaurants/Fast Food	30	8.8%
Transportation Related	4	1.2%
Vacant Lot	41	12.1%
Vacant Business/Structure	10	2.9%
Other*	17	5.0%
Total	339	100.0%

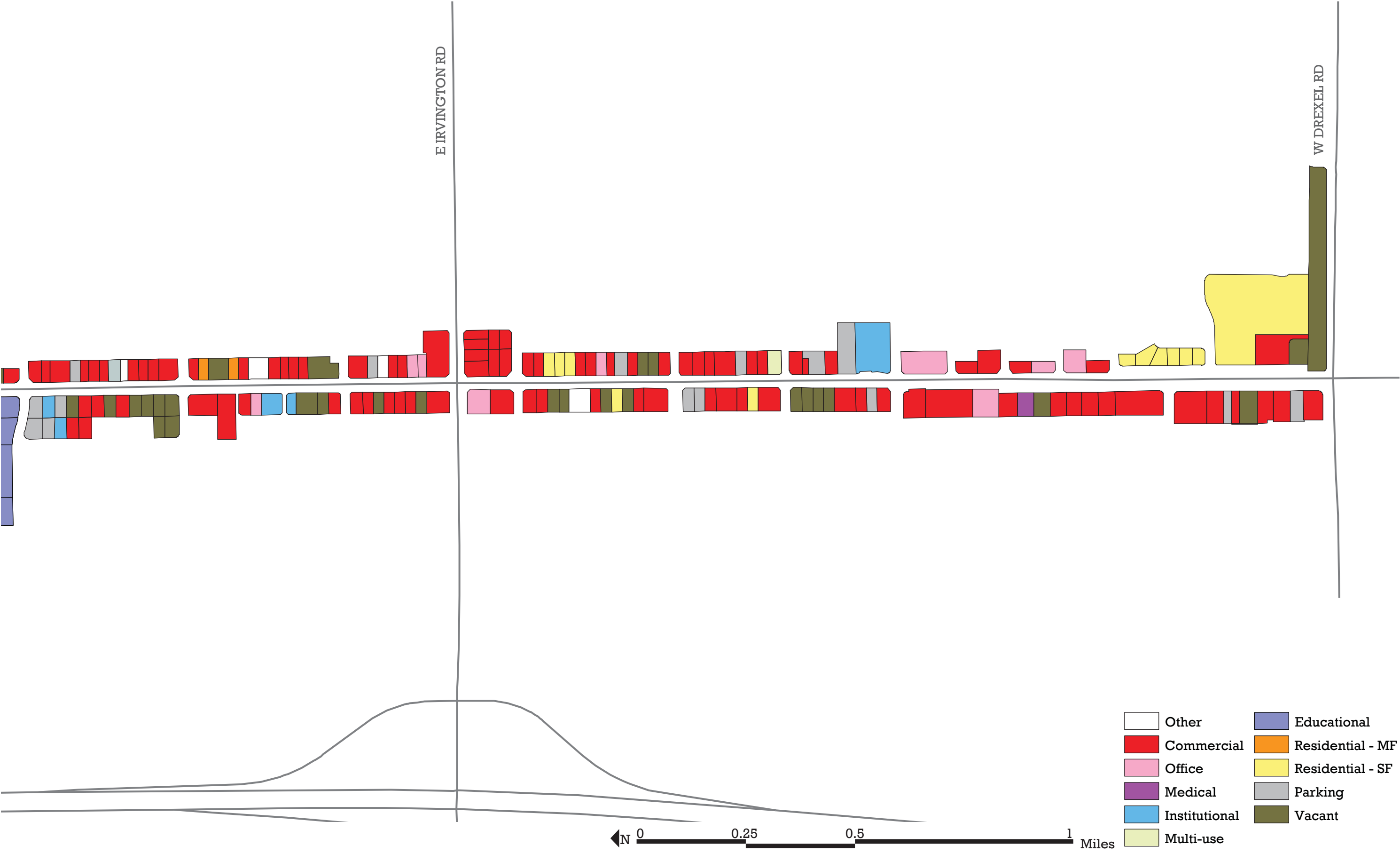
\*Includes storage, social services, and other uses not classified.

Source: Drachman windshield survey, 2012.



Figure 4.7: Land Use-South 12th Avenue Commercial Corridor  
Examples of “institutional” land use include: soup kitchen, church, Masonic Lodge, and private schools. Source: Drachman windshield survey, 2012.

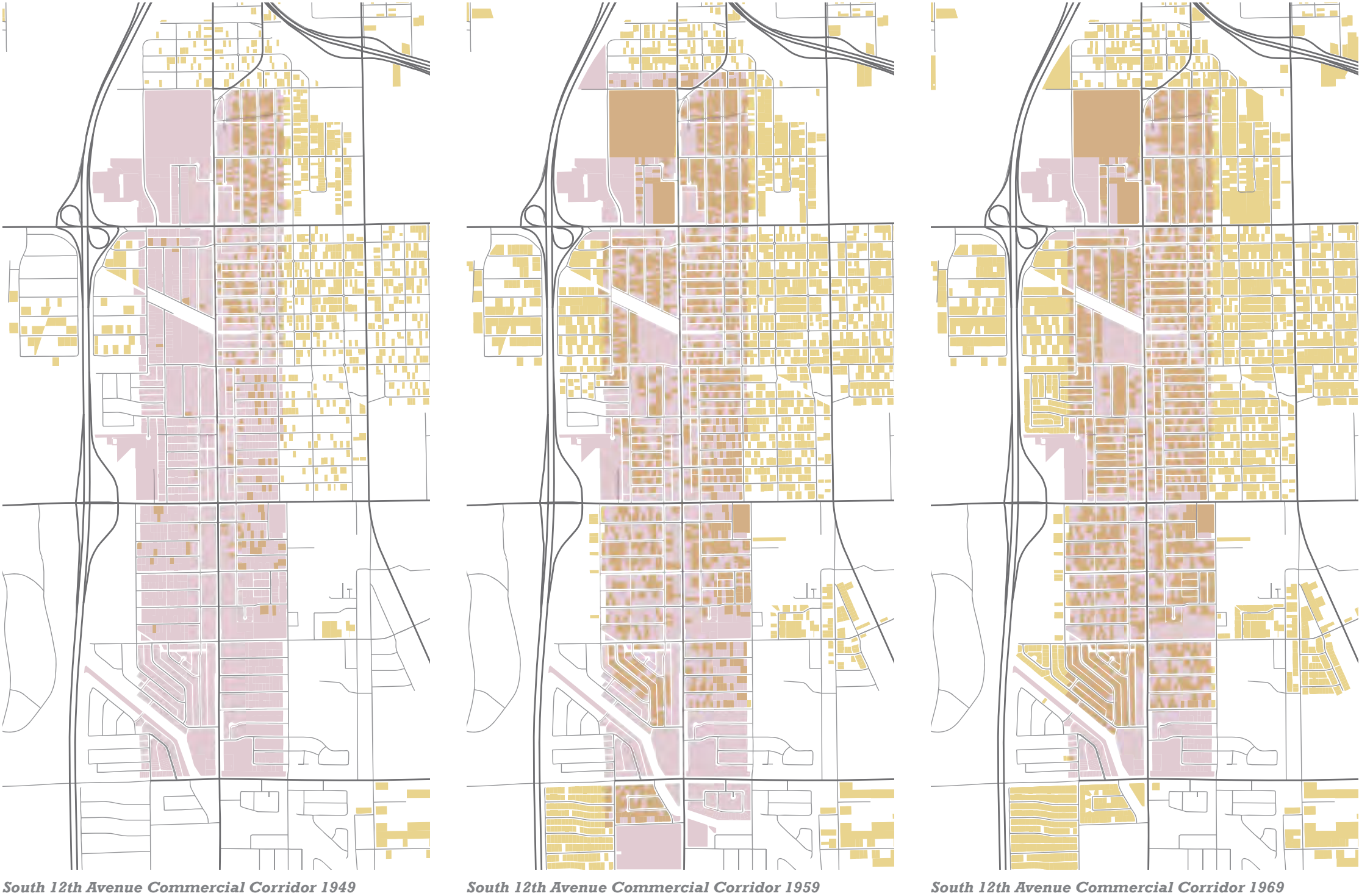




4. South 12th Avenue

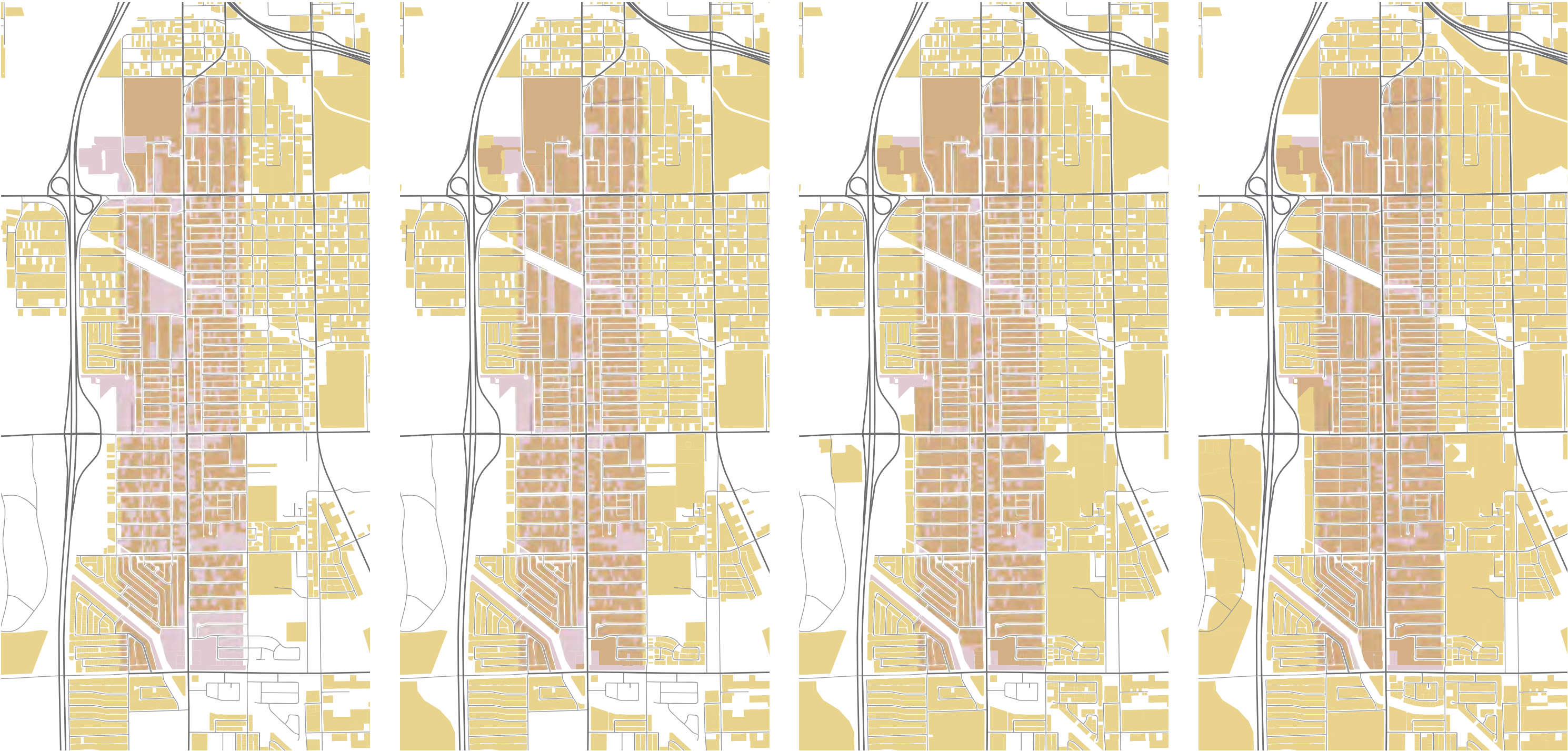
Development Patterns

A series of maps in Figure 4.8 shows the surrounding development over time.



**Figure 4.8: Parcel Development Over Time - South 12th Avenue Commercial Corridor**  
Source: Pima County GIS, 2010.





South 12th Avenue Commercial Corridor 1979

South 12th Avenue Commercial Corridor 1989

South 12th Avenue Commercial Corridor 1999

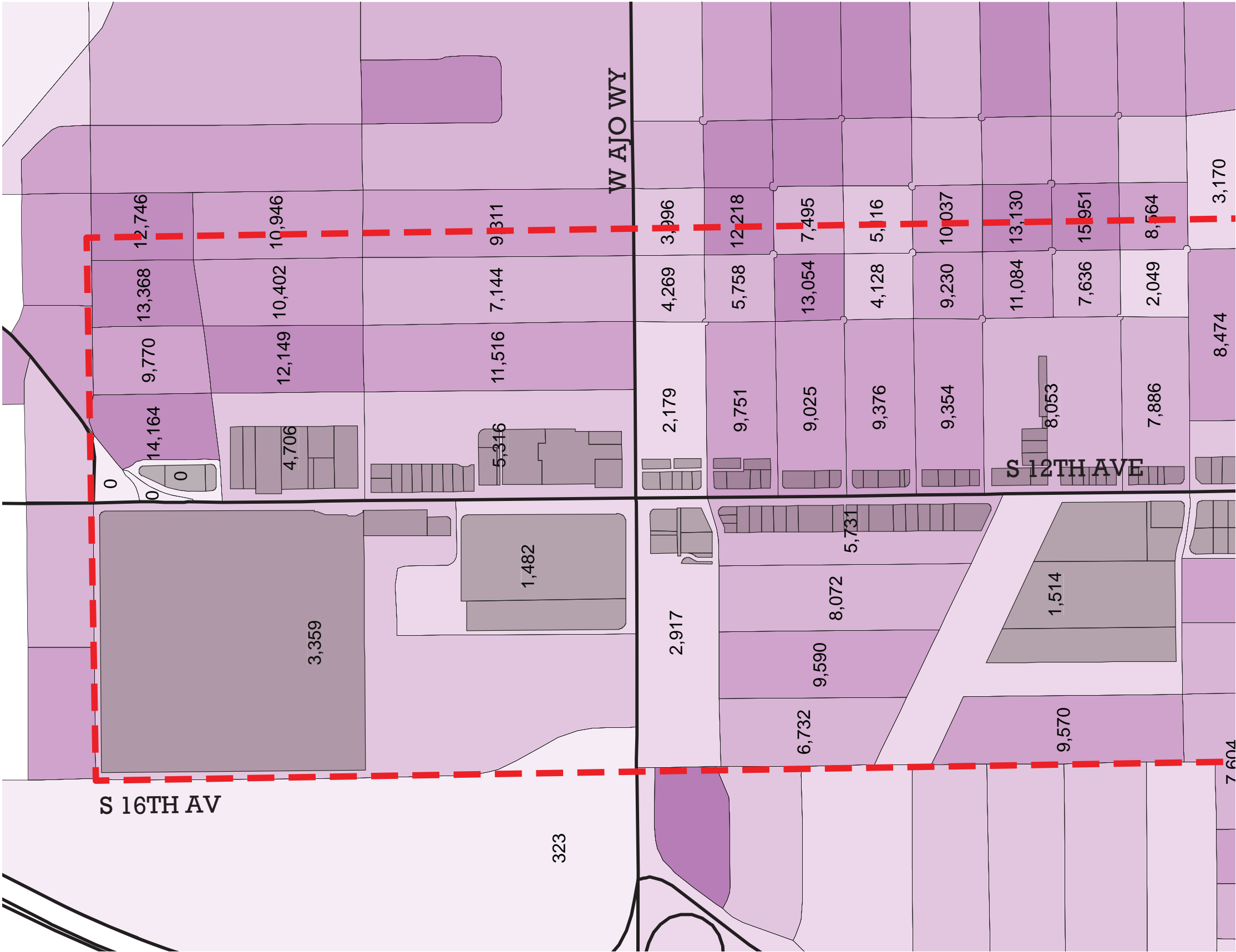
South 12th Avenue Commercial Corridor 2010



**Density**  
The South 12th Avenue Commercial Corridor has a population density per square mile that ranges from approximately zero to 18,813 for the block groups on South 12th Avenue (see Figure 4.9).

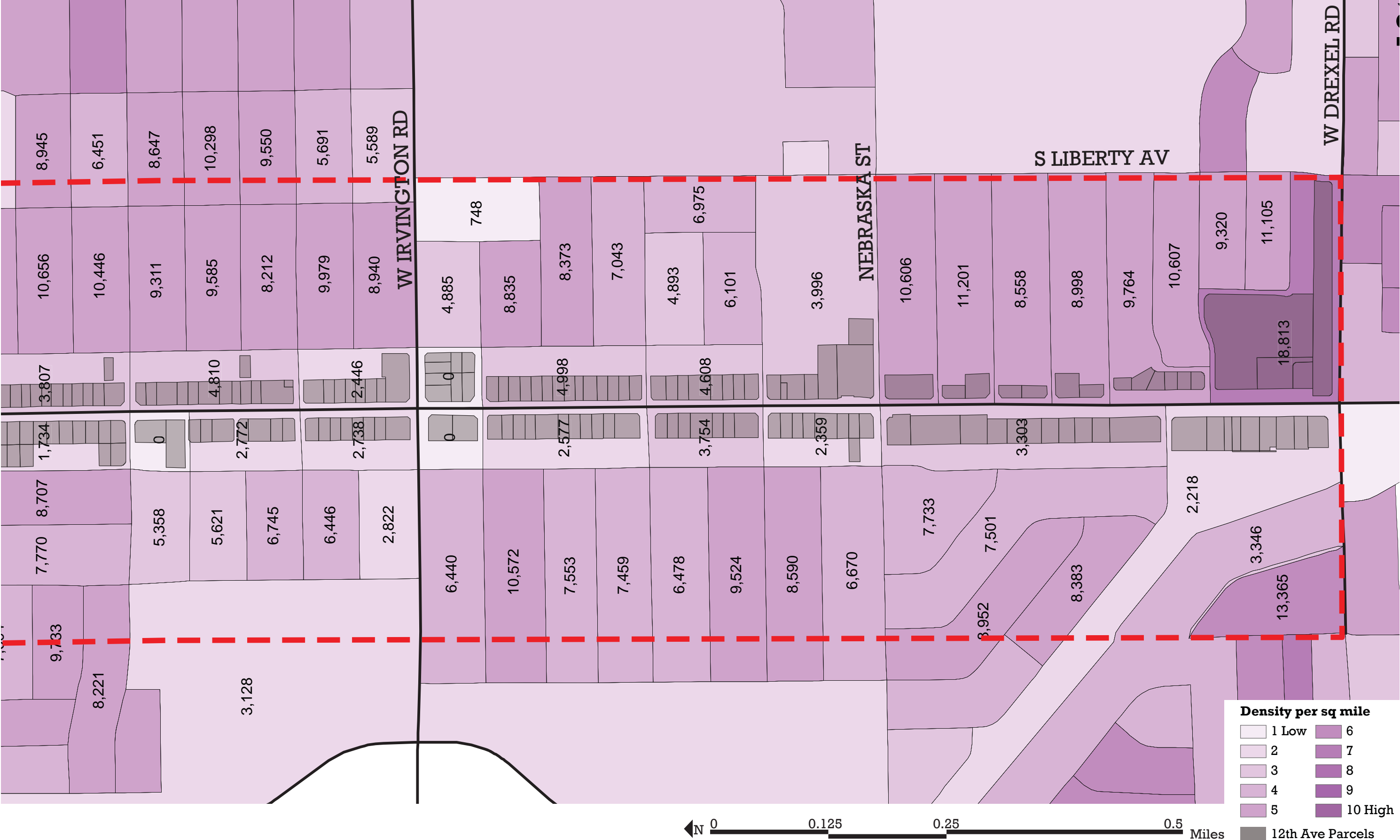
Block groups with higher density are found on the east side of South 12th Avenue, particularly south of Nebraska Street to Drexel Road.

4. South 12th Avenue



**Figure 4.9: Population Density by Block Group-South 12th Avenue Commercial Corridor**  
The red dashed line represents 1/4 mile on either side of South 12th Avenue Commercial Corridor.  
Source: Pima County GIS, 2010 U.S. Census Data.





**Ownership**  
Figure 4.10 displays ownership of parcels according to Pima County Assessor’s records as of February 2013. More than 46 percent of parcels are owned by private, multiple owners.

**Table 4.5: Parcel Ownership Data-  
South 12th Avenue Commercial Corridor**

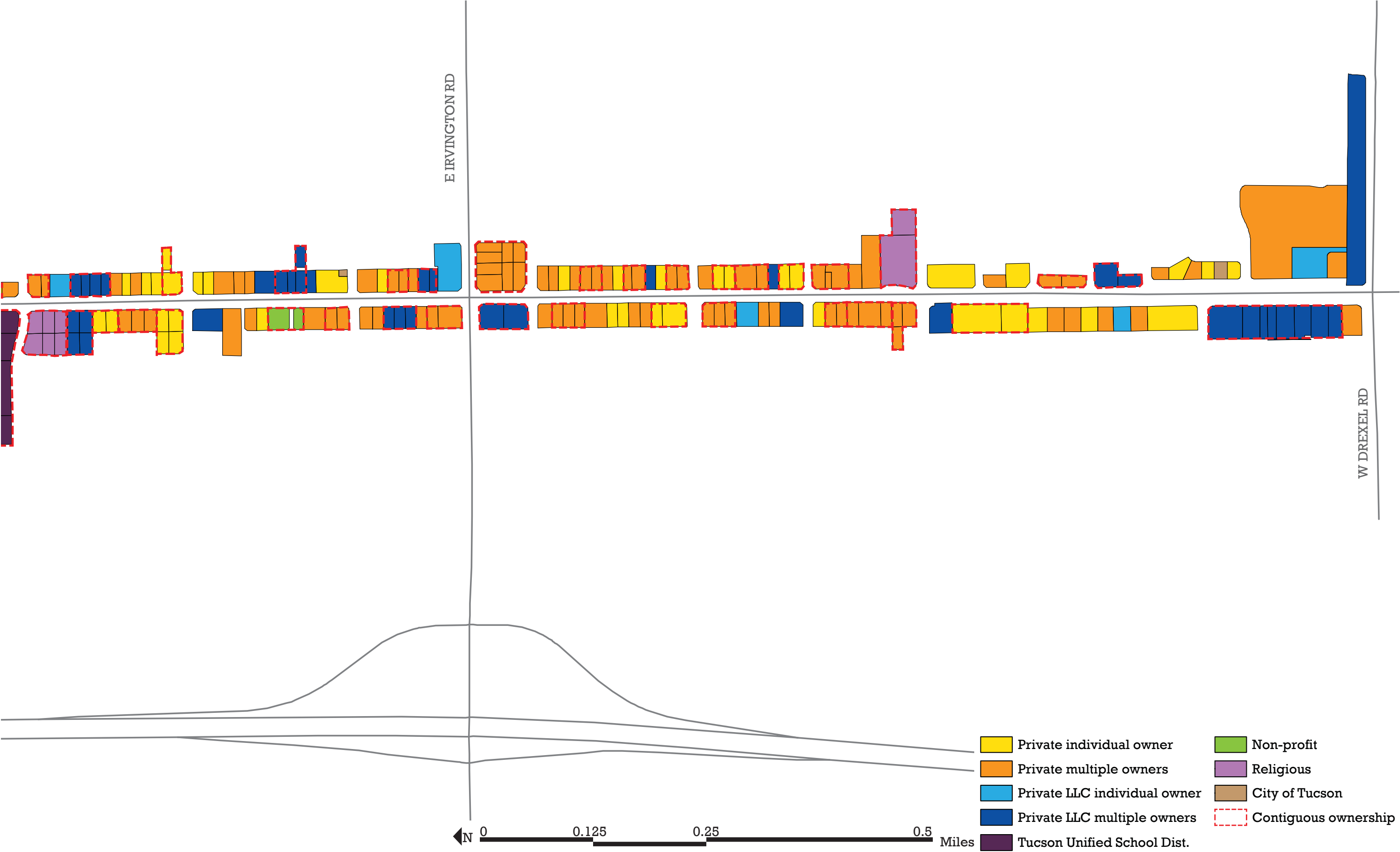
Ownership	# Parcels	% Parcels
City of Tucson	6	2.2%
Tucson Unified School District	6	2.2%
Non-Profit	2	0.7%
Religious	14	5.1%
Private Individual	66	23.9%
Private Multiple Owners	125	45.3%
Private LLC Individual Owner	5	1.8%
Private LLC Multiple Owners	52	18.8%
Total*	276	100%

*\*Includes some parcels not directly on the corridor.  
Source: Pima County GIS, 2013.*



**Figure 4.10: Ownership-South 12th Avenue Commercial Corridor**  
Sources: Pima County Assessor and Pima County GIS Library, 2012.







Area Washes

Rodeo Wash travels through the Wakefield area east of South 12th Avenue and through Rose Neighborhood west of 12th Avenue (see Figure 4.11). The Rodeo Wash is not channelized and is a source of flooding in the area. Please note the following information for Figure 4.11 (from Pima County GIS Library 2012):

- Figure 4.11 only includes major washes with a flow greater than 2000 cubic feet per second (CFS).
- 100 year flood zone according to FEMA (Federal Emergency Management Agency).
- Riparian Habitat: Areas include various types of riparian habitat, deciduous riparian woodland, and mesquite bosques. Map does not distinguish between various types.
- Riparian Classification: Shows the location of various riparian classifications, including Hydroriparian, Mesori-parian, and Xerori-parian Classes, which are specific definitions of plant communities based on plant community structure and composition, vegetation density, and the availability of water. Map also includes the Important Riparian Area Classification (IRA). The IRA classification was developed as part of the Sonoran Desert Conservation Plan (SDCP) and is part of the Conservation Lands System. These designations are used to determine the type and amount of mitigation required when developing a mitigation plan.
- Public Retention Basin: The land areas upon which a publicly owned detention or retention basin is located.

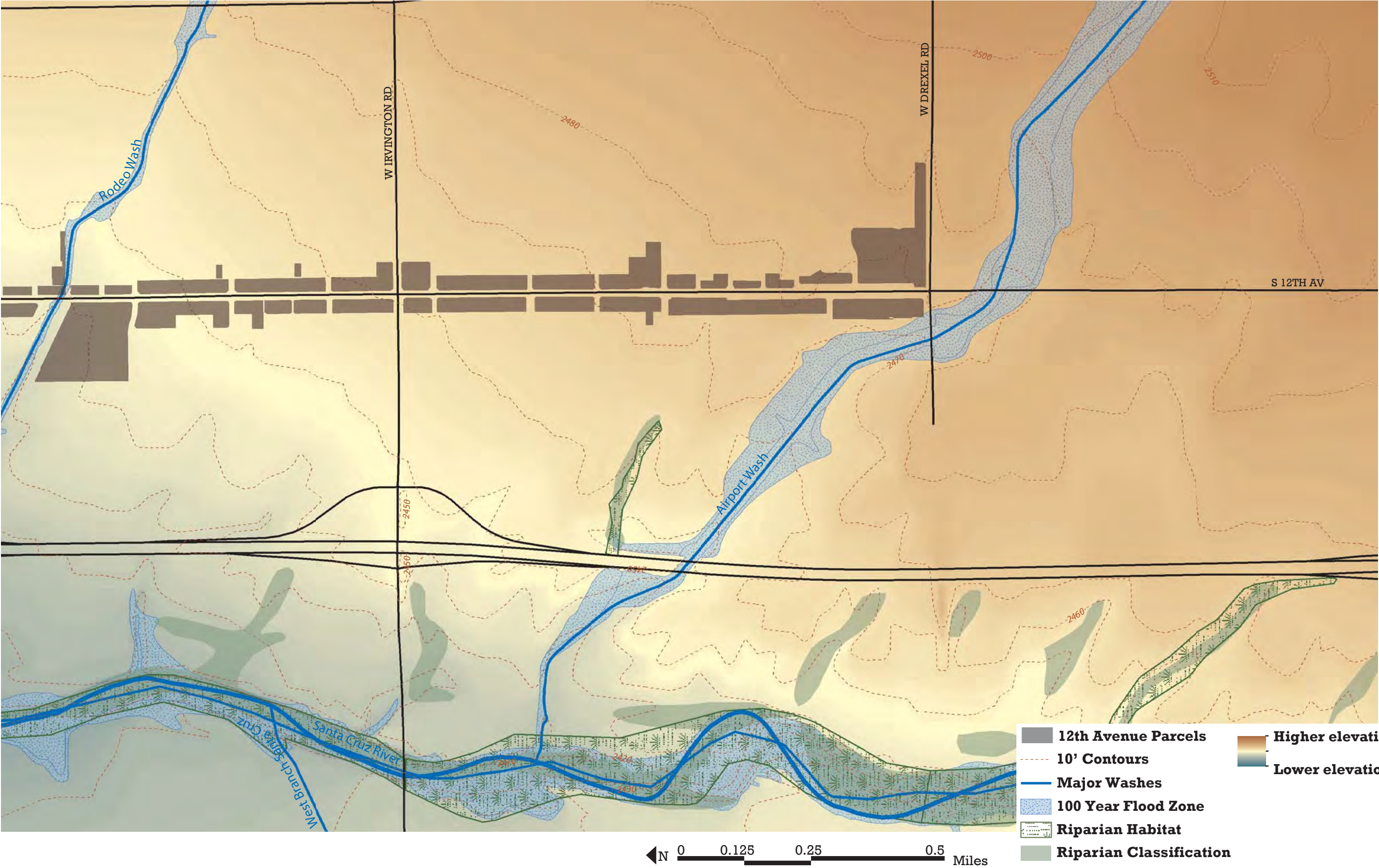


Rodeo Wash is a source of flooding in the Wakefield area.



**Figure 4.11: Hydrology and Drainage-South 12th Avenue Commercial Corridor**  
Sources: Pima County Flood Control District and Pima County GIS Library, 2012.





4. South 12th Avenue

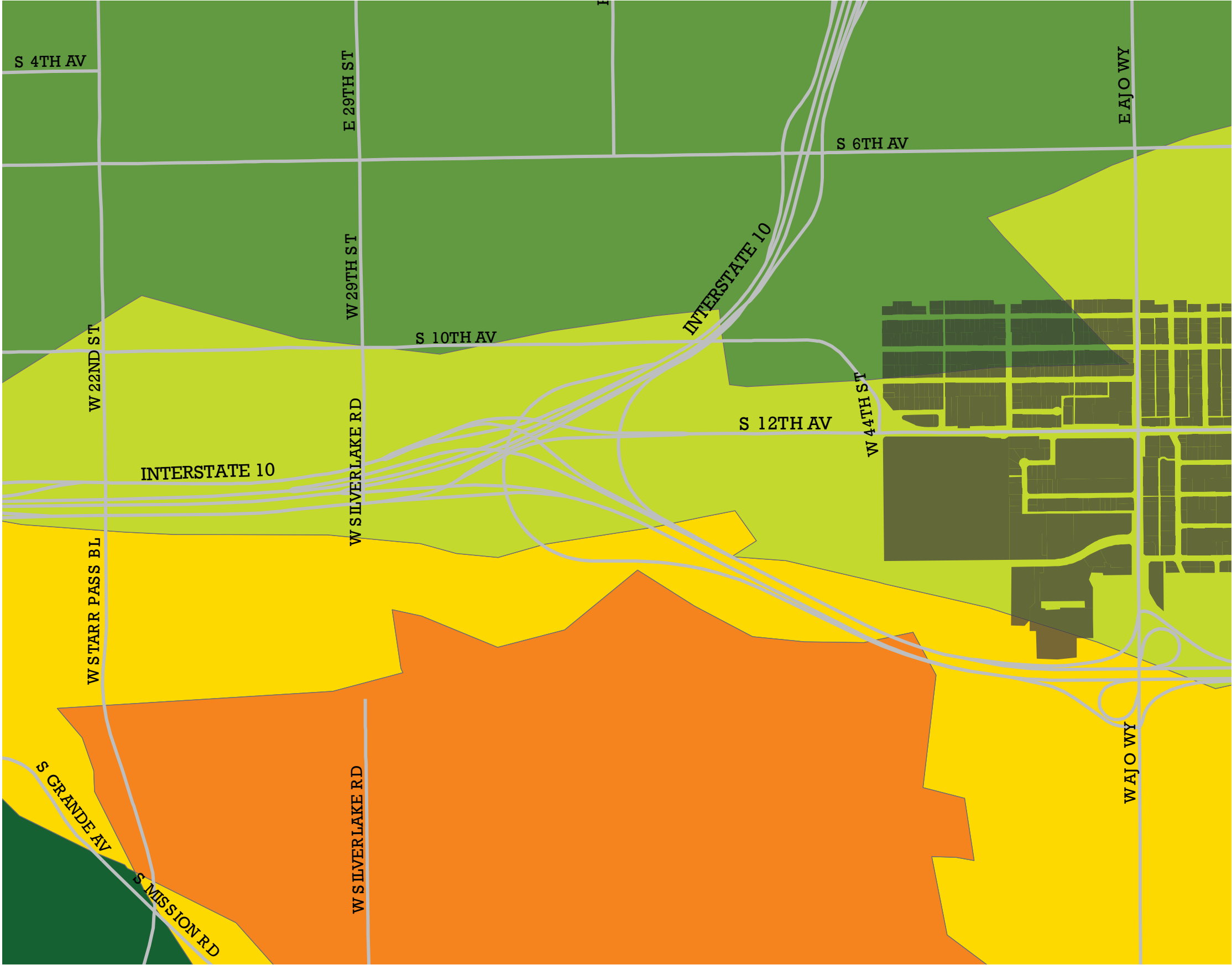


Contamination

The south end of the South 12th Avenue Commercial Corridor is included in the approximately ten square mile Tucson International Airport Area (TIAA) Superfund Site.<sup>1</sup>

The history of contamination in this area goes back to 1942 and has included discharge of aircraft liquids and other wastes directly into the soil, fire drill training areas where wastes from training operations were left in unlined pits, and unlined landfills. In 1988, the EPA treated the groundwater contamination plume north of Los Reales Road by pumping and air stripping the contaminated groundwater, followed by discharging the treated water to the municipal water distribution system. While current human exposures on-site are considered under control, groundwater contamination migration is not. See Figure 4.12 for the location of the TCE Plume and the potential for groundwater contamination. Groundwater pollution potential is based on seven weighted hydrogeologic parameters of the region. General activities of concern are landfills, feed lots, septic systems, roadway runoff, cemeteries, and leaking underground storage tanks.

<sup>1</sup> Source: [www.epa.gov/region09/TucsonAirport](http://www.epa.gov/region09/TucsonAirport)



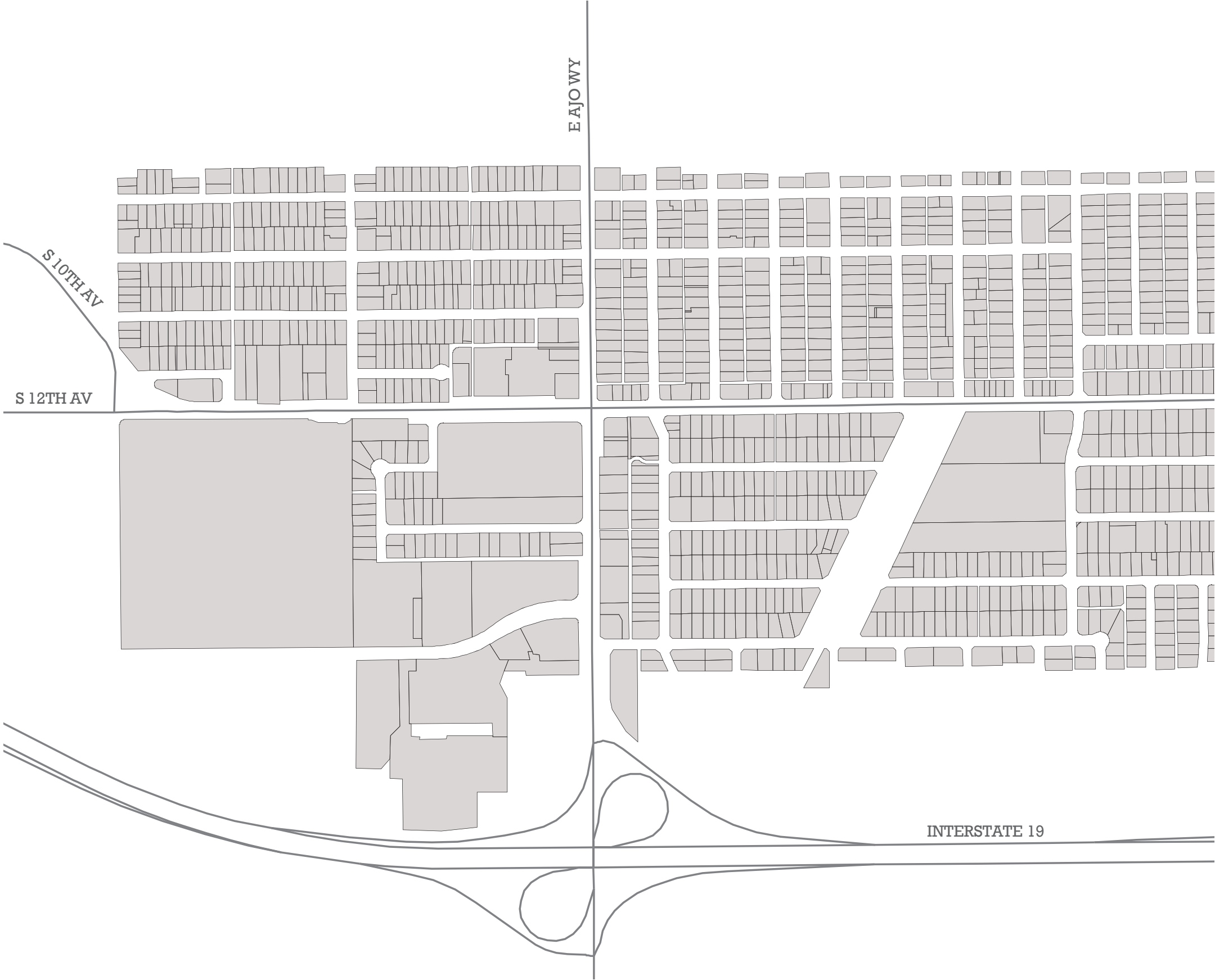
**Figure 4.12: Contamination-South 12th Ave Commercial Corridor**  
Sources: Pima County Department of Environmental Quality and Pima County GIS Library, August 2011.





**Airport Zones**

The south end of the South 12th Avenue Commercial Corridor is located within the Tucson International Airport 65 Day-Night Average Sound Level (Ldn) Zone as well as the Airport Height Overlay Zone (Figure 4.13). These zones can impact proposed and existing residential development due to limits on density, requirements for sound proofing and other structural changes, limits on structure heights, and other possible restrictions placed on development and redevelopment in the area.



**Figure 4.13: Airport Zones-South 12th Ave Commercial Corridor**  
Source: Pima County GIS Library, 2012.





Crime Incidents

Drachman Institute compiled the number and types of all crime incidents and their approximate location using the Tucson Police Department Crime Statistics Search.<sup>1</sup> Table 4.6 presents the number of each incident reported from January 1-July 30, 2012 on the South 12th Avenue Corridor. Figure 4.14 displays the approximate location where these incidents took place.

<sup>1</sup> <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>. Database includes archived crime data through July 30, 2012.

**Table 4.6: Crime Incidents: January-July 2012**  
South 12th Avenue Commercial Corridor

Crime	Number of Crimes	% of Total Crime
Aggravated Assault	9	1.7%
Arson	1	0.2%
Burglary	5	0.9%
Criminal Damage	29	5.5%
Disorderly Conduct/Public Disturbance	175	33.2%
Domestic Violence/Offenses Against Family & Children	2	0.4%
DUI	13	2.5%
Embezzlement/Forgery/Fraud	11	2.1%
Larceny/Theft	78	14.8%
Liquor Laws	10	1.9%
Mental Cases	11	2.1%
Motor Vehicle Theft	8	1.5%
Narcotic Drug Laws	42	8.0%
Other Assaults	25	4.7%
Robbery	10	1.9%
Sex Offenses	4	0.8%
Suspicious Activity	86	16.3%
Vagrancy	1	0.2%
Weapons	7	1.3%
TOTAL	527	100%

Notes:

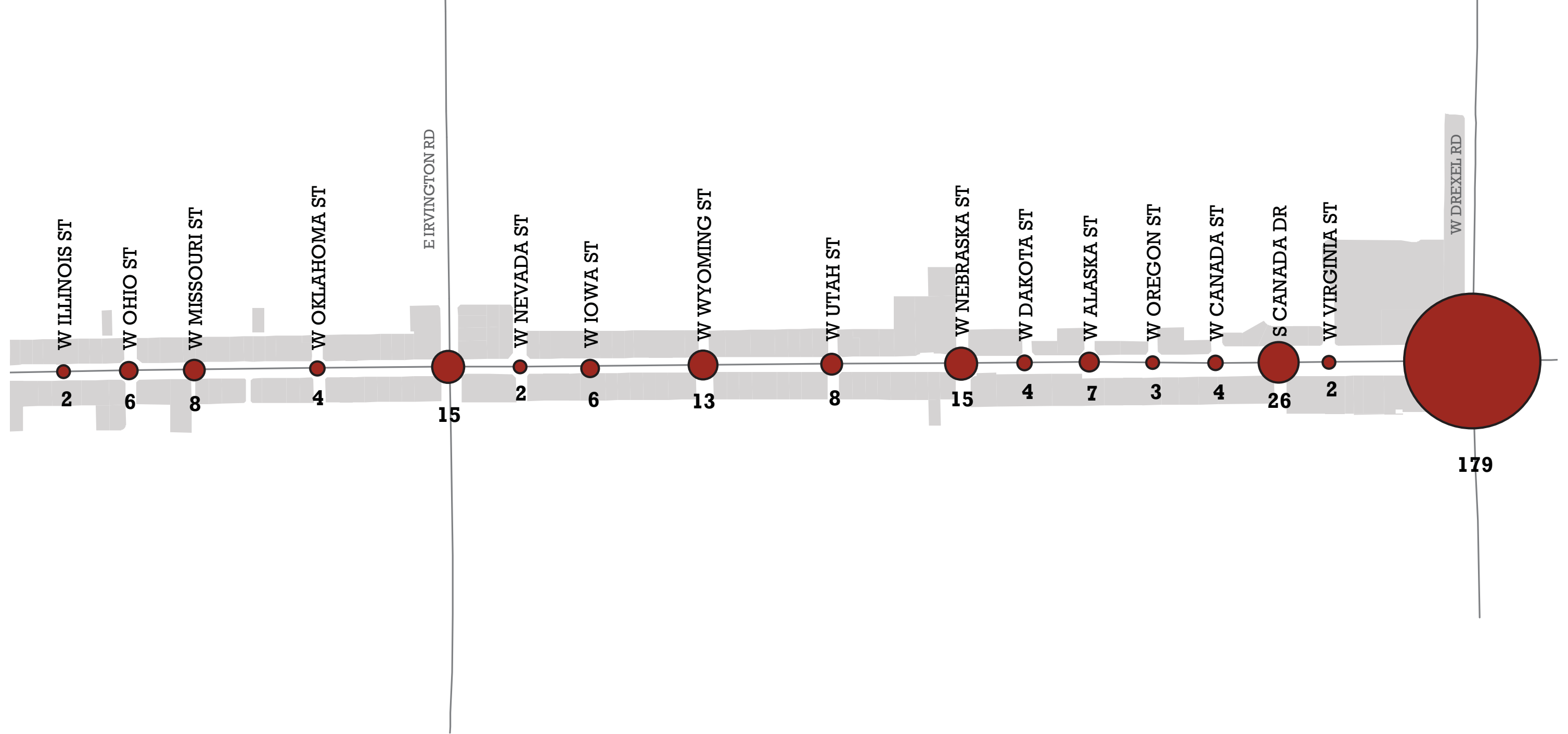
- 44 cases of shoplifting were reported in the designated corridor.
- The following crimes were not included in the above table: civil matters, motor vehicle stops, assist other agency, public hazard, false alarms, unfounded, public assist/check welfare, traffic accidents, miscellaneous officer, other offenses/other misdemeanors, sick/cared for, lost/found property, juvenile offenses/runaways.
- Crimes reported from 1/1/2012 - 7/30/2012.

Source: Tucson Police Department, 2012. <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>.



**Figure 4.14: Number and Approximate Location of Crime Incidents-South 12th Avenue Commercial Corridor**  
NOTES: Red circles indicate the approximate location and number of incidents reported between January 1 and July 30, 2012.  
Source: Tucson Police Department, 2012.





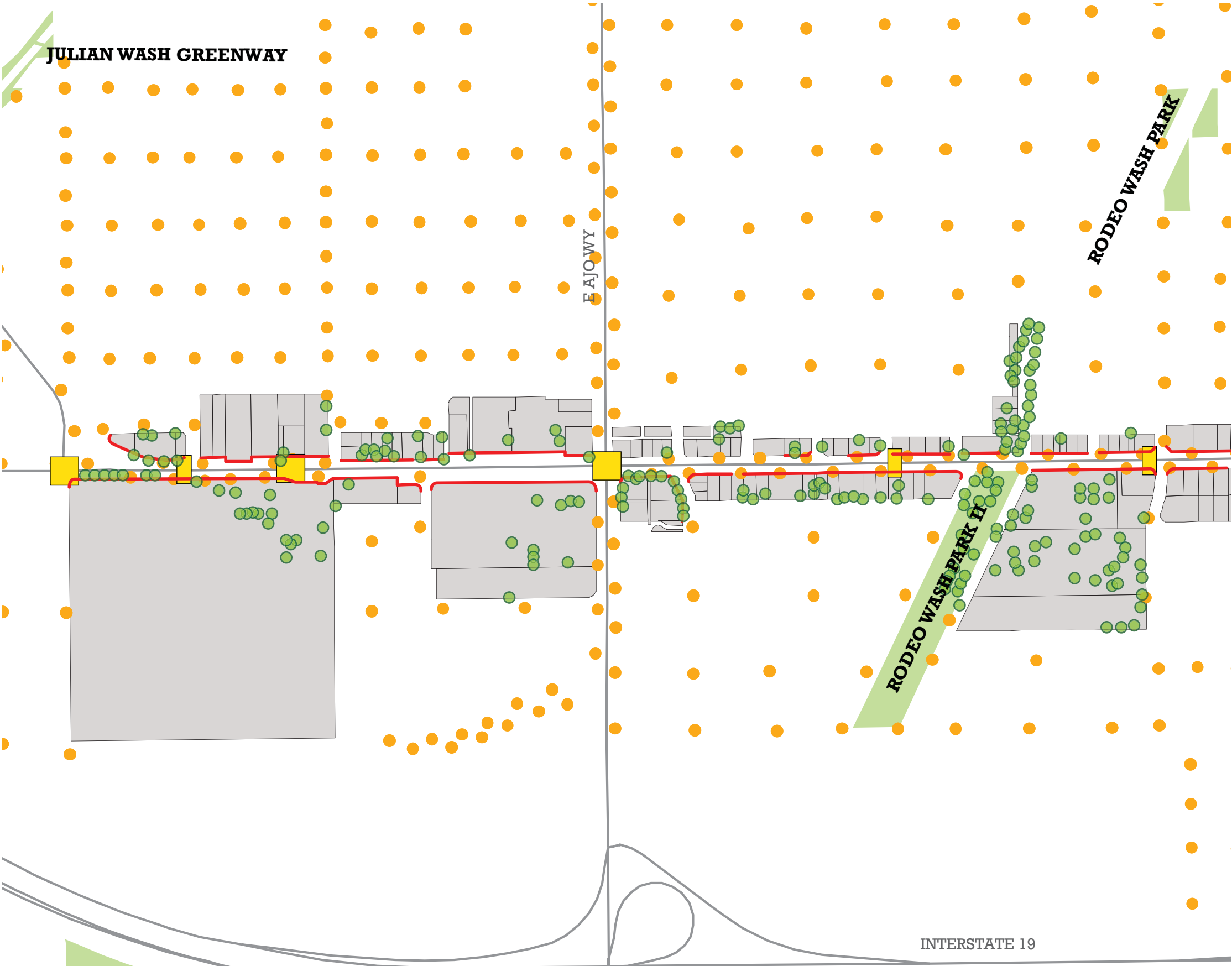
**Pedestrian**

In order to assess the pedestrian environment and pedestrian accessibility in the corridor, the Drachman windshield survey teams recorded the presence of trees in the right of way, lighting, curbs, sidewalks, and whether there is a clear accessible pedestrian path from the right-of-way to the address. Results are shown in Table 4.7 and Figure 4.15.

**Table 4.7: Pedestrian Data-**  
*South 12th Avenue Commercial Corridor*

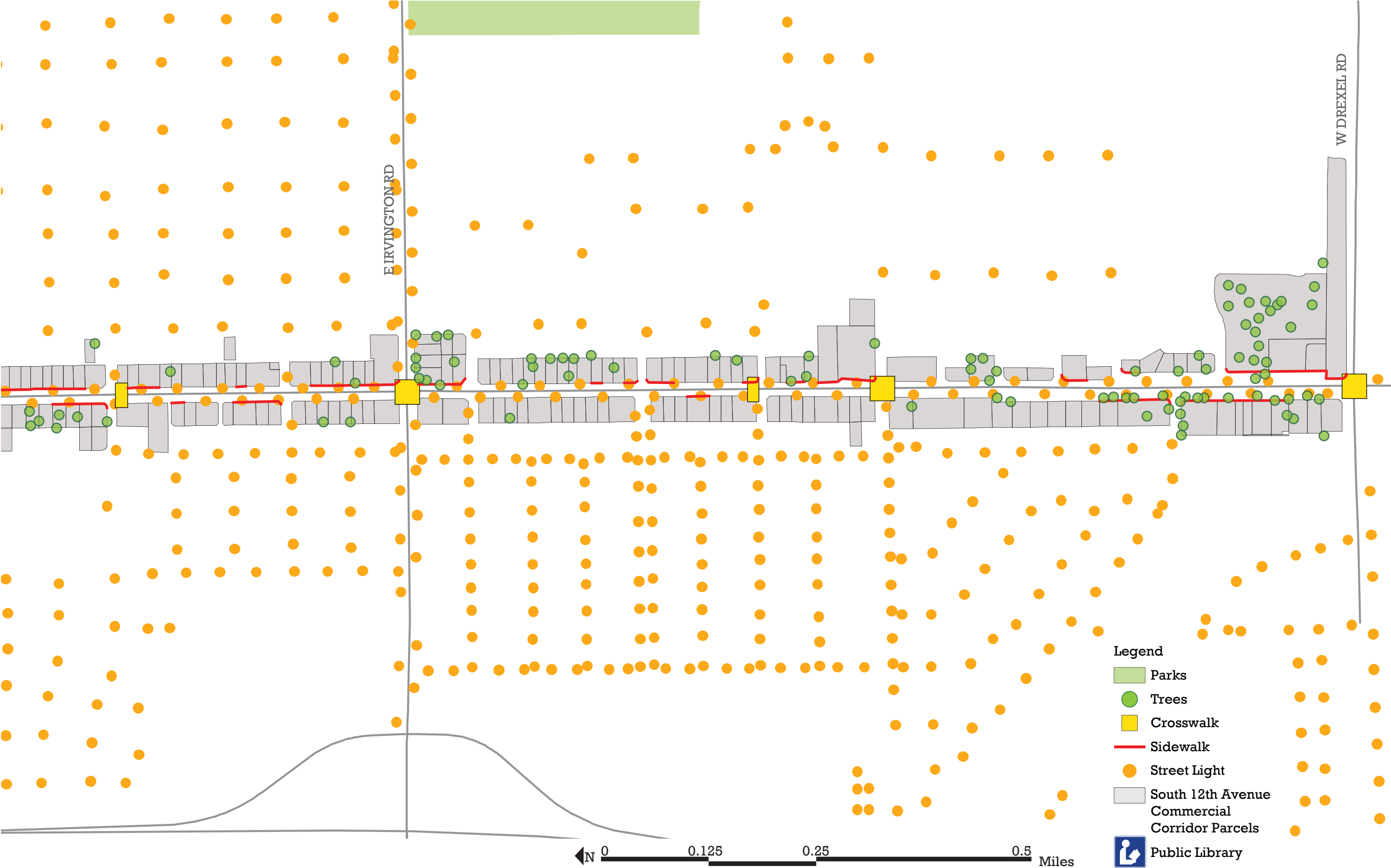
	Number	Percentage
<b>Trees in Right-of-Way*</b>		
Yes	28	10.8%
No	232	89.2%
Total Parcels	260	100%
<b>Lighting*</b>		
Yes	119	45.8%
No	141	54.2%
Total Parcels	260	100%
<b>Curb*</b>		
Yes	246	94.6%
No	14	5.4%
Total Parcels	260	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	53	22.6%
No	182	77.4%
Total Businesses	235	100%
<b>Sidewalk**</b>		
Yes	119	50.6%
No	116	49.4%
Total Businesses	235	100%

\* Data is by parcel (260 total parcels).  
\*\* Data is by business property. There are 235 business properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



**Figure 4.15: Sidewalks and Street Trees- South 12th Avenue Commercial Corridor**  
Sources: Drachman windshield survey, 2012, and Pima County Department of Transportation Engineering, 2011.





4. South 12th Avenue

**Bicycle**  
In order to assess the accessibility of the corridor by bicycle, the Drachman windshield survey teams recorded the presence of bike lanes, bike parking, and whether there is a clear accessible path from the right-of-way to the address. Results are shown in Table 4.8 and Figure 4.16.

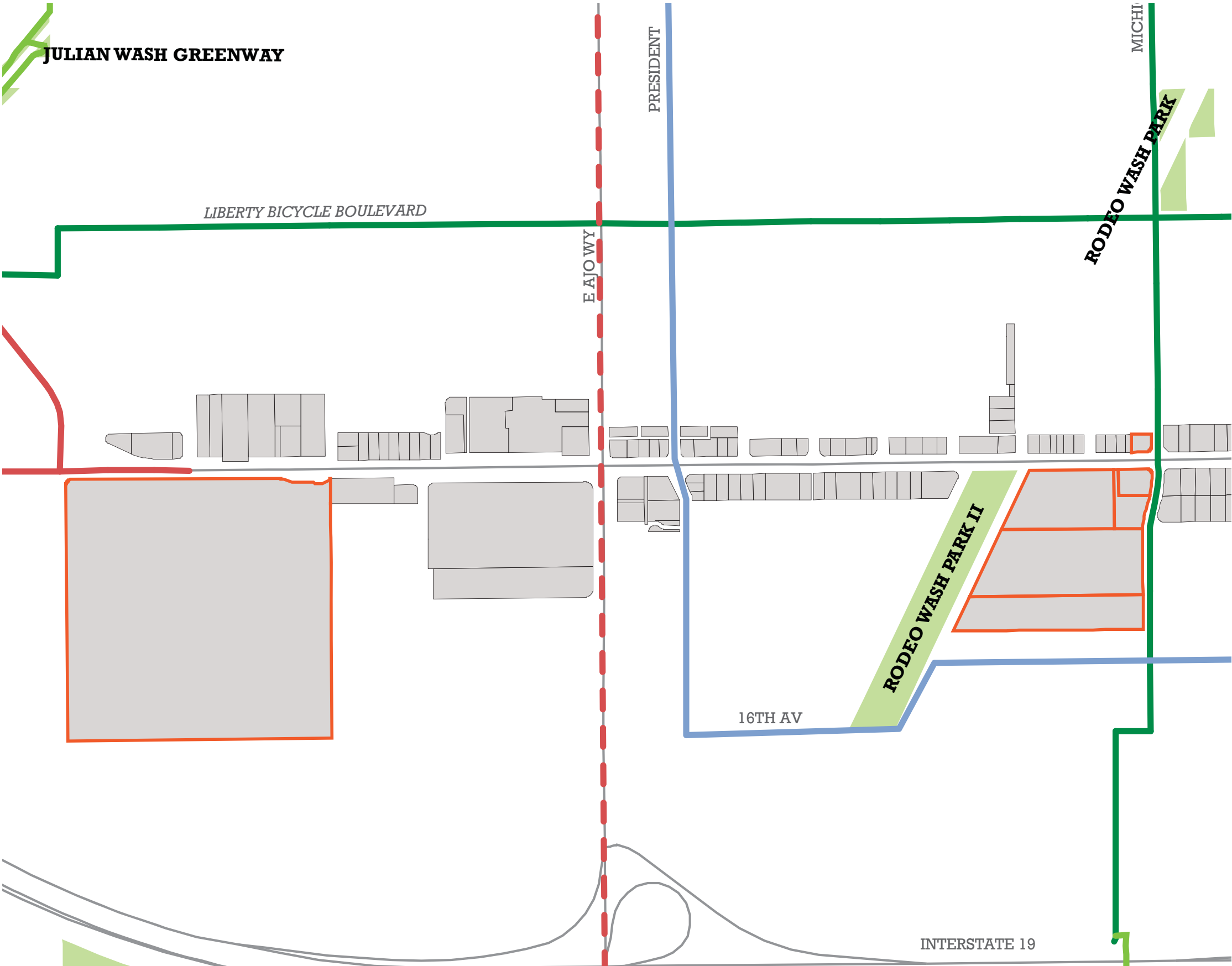
**Table 4.8: Bicycle Data-**  
*South 12th Avenue Commercial Corridor*

	Number	Percentage
<b>Bike Lane*</b>		
Yes	10	3.8%
No	250	96.2%
Total Parcels	260	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	7	3.0%
No	228	97.0%
Total Businesses	235	100%
<b>Bike Parking**</b>		
Yes	6	2.6%
No	229	97.4%
Total Businesses	235	100%

\* Data is by parcel. There are 260 parcels.  
\*\* Data is by business property. There are 235 business properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.

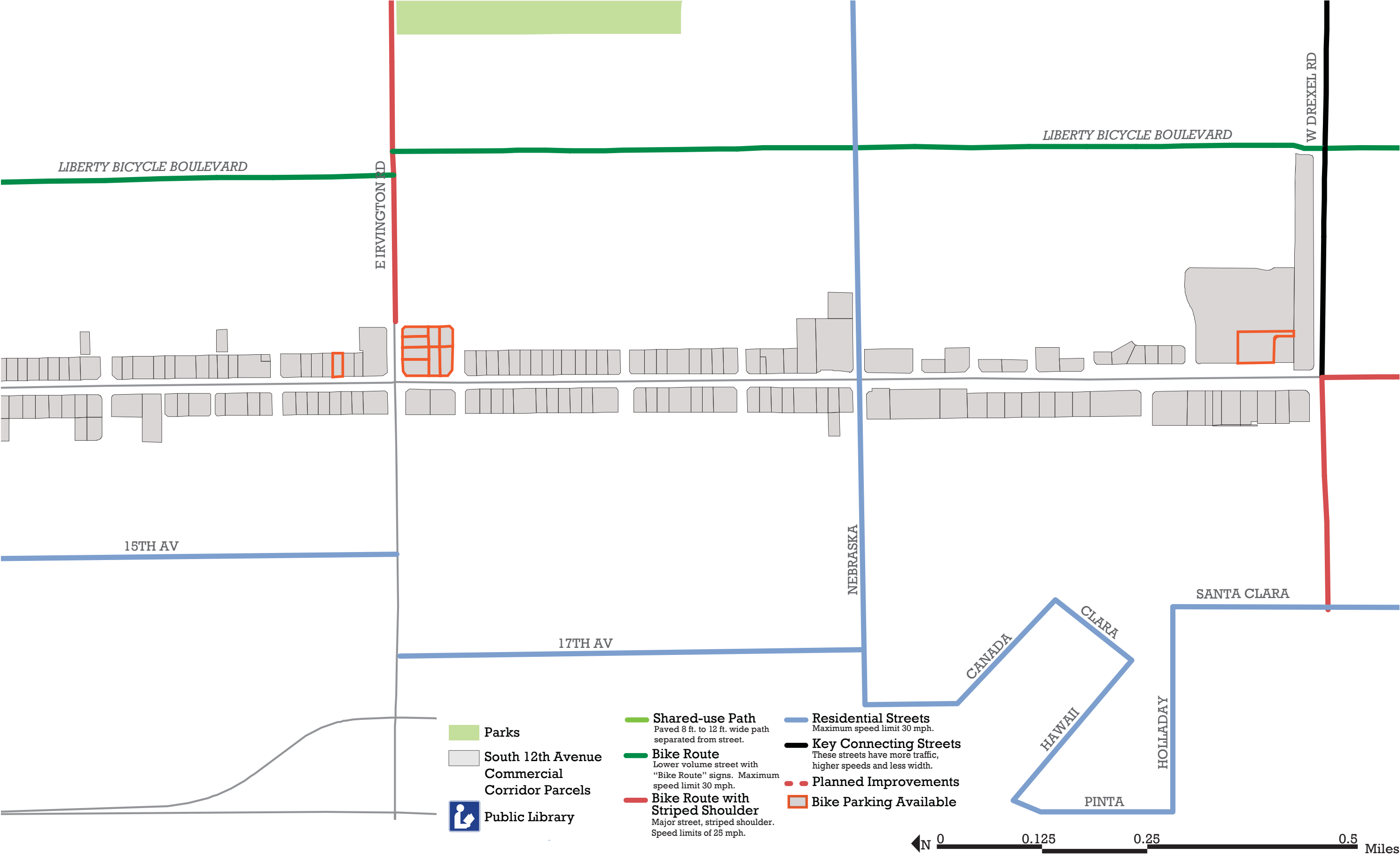


The South 12th Avenue Commercial Corridor does not have designated bike lanes.



**Figure 4.16: Bike Routes-South 12th Avenue Commercial Corridor**  
Source: <http://bikeped.pima.gov>.





4. South 12th Avenue

Cars and Service Access

On the South 12th Avenue Commercial Corridor the average traffic speed is 35 mph, with an average daily traffic count ranging from 11,700 to 34,018. Figure 4.17 shows the building footprint and parking along the corridor.

Table 4.9: Service Access Data-South 12th Avenue Commercial Corridor

	Number	Percentage
Loading Zone by Business		
No	11	4.7%
Yes	224	95.3%
Total	235	100%
Dumpster by Business		
No	65	27.7%
Yes	170	72.3%
Total	235	100%

Note: Data is by business property and does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



South 12th Avenue and Drexel Road



Figure 4.17: Car and Service Access-South 12th Avenue Commercial Corridor  
Sources: Drachman windshield survey, 2012, Pima County DOT and DSD, 2012, and Pima County GIS Library.





Bus

The South 12th Avenue Commercial Corridor is served by multiple Sun Tran bus routes (Table 4.10). The Roy Laos Transit Center is located on Irvington Road and provides connectivity to the greater Tucson area (Figure 4.18). Figure 4.19 shows the location of sheltered and unsheltered bus stops along the corridor.

Table 4.10: Bus Ridership-South 12th Avenue Commercial Corridor

Route	City-Wide Ridership/ Month	Passengers per Hour	Ranking*
16	149,709	31.9	5
23	39,856	25.1	14
24	19,098	30.7	6
27	31,907	15.8	27
50	9,748	17.8	23

Source: Sun Tran, 2012.  
\*Ranking is from 1-40 bus routes, with #1 having the most passengers per hour. (Data for June 2012.)



A bus stop with both sheltered and unsheltered benches on South 12th Avenue

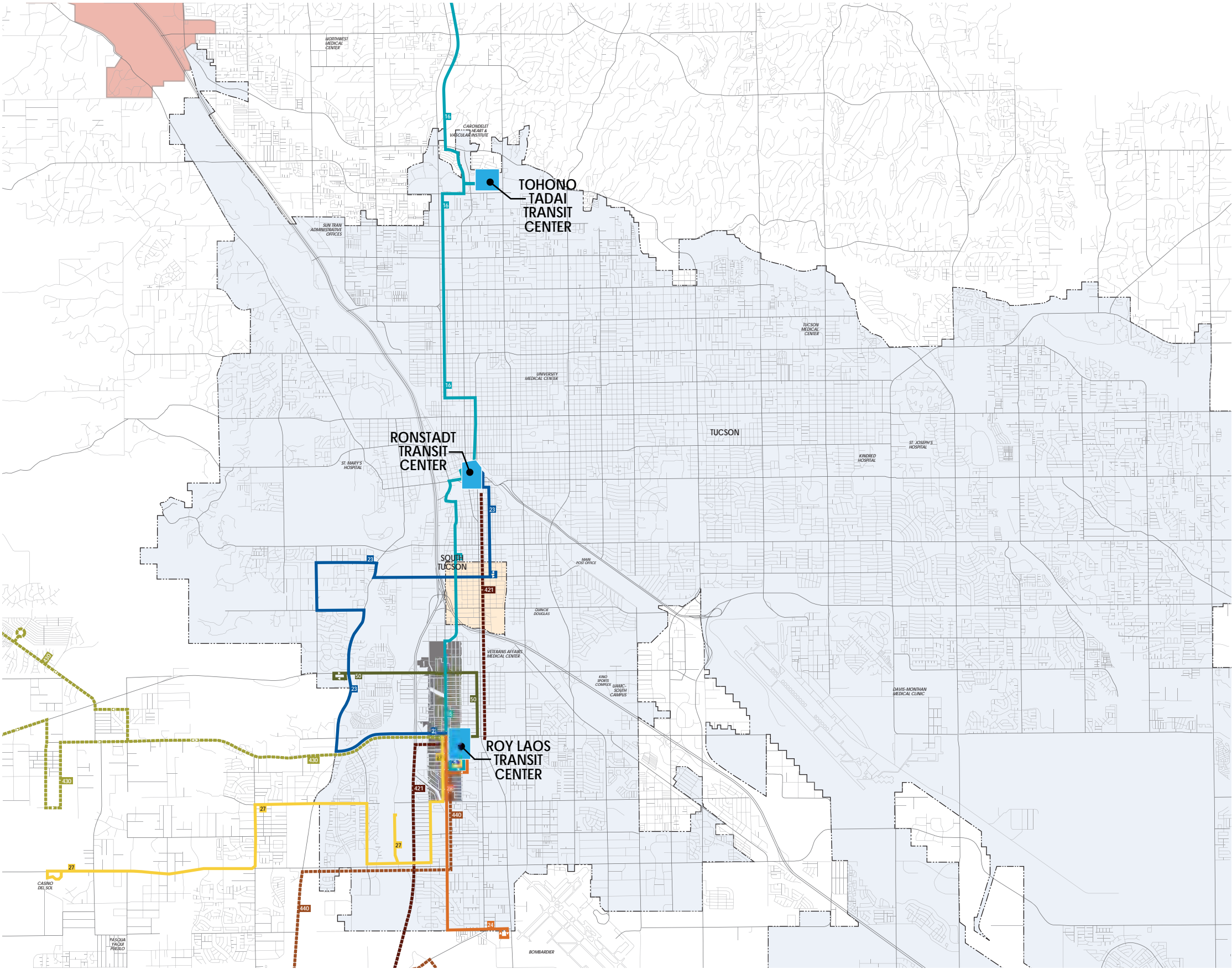


Figure 4.18: Transit Connectivity-South 12th Avenue Commercial Corridor  
Source: Sun Tran, 2013.



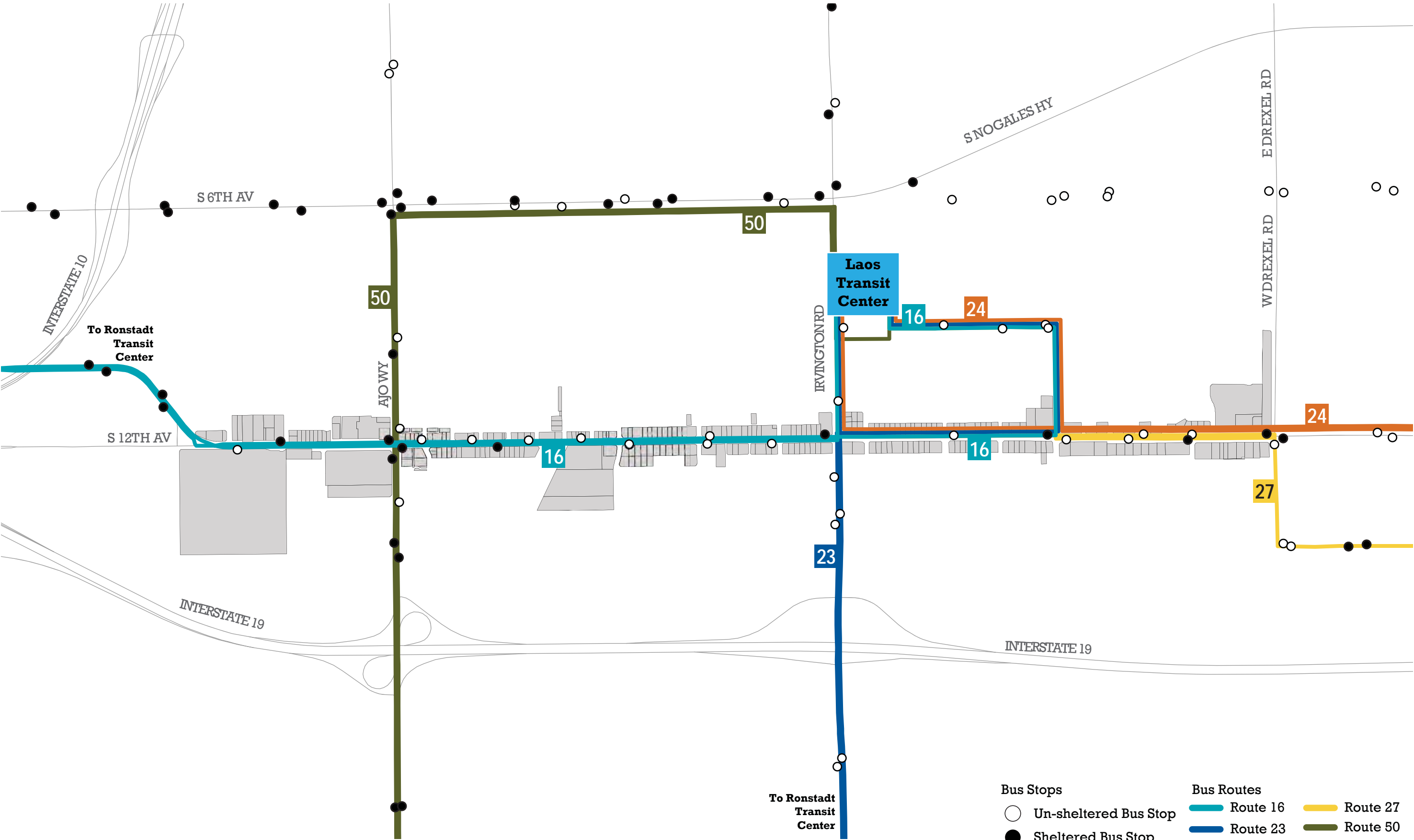


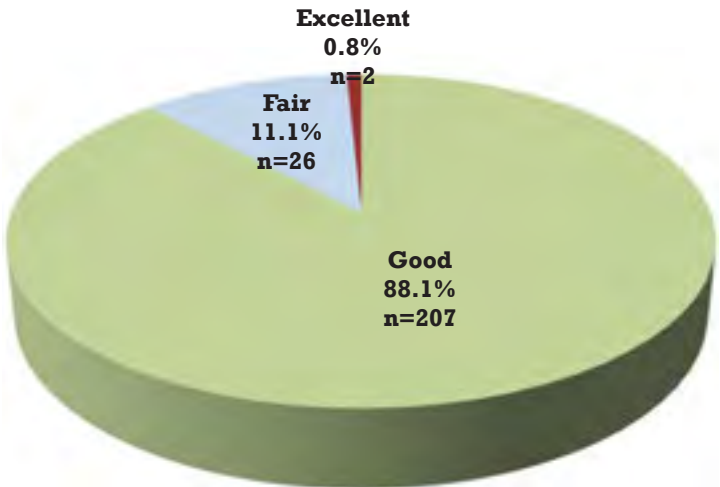
Figure 4.19: Bus Routes-South 12th Avenue Commercial Corridor

4. South 12th Avenue

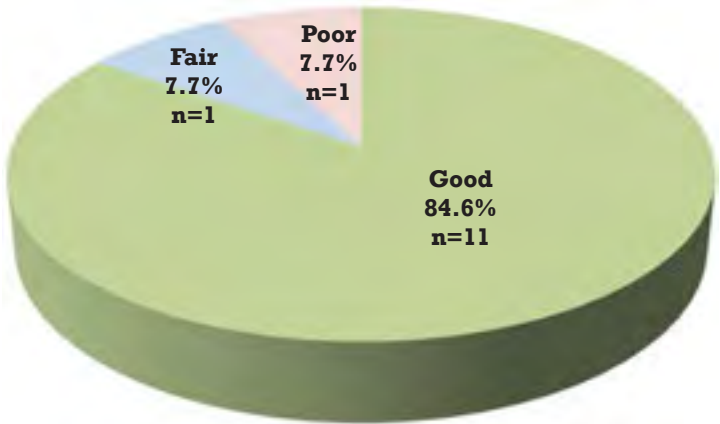
Building Conditions

The majority (88.1 percent) of business properties on the South 12th Avenue Corridor are in ‘Good’ condition (see Figure 4.20). Approximately 11.1 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs.

Thirteen business properties on the corridor are vacant. Of these vacant businesses, eleven are in ‘Good’ condition (Figure 4.21).



**Figure 4.20: Condition of All Business Properties-South 12th Avenue Commercial Corridor**  
*Excludes parking lots, vacant lots, residential, and parcels that were unable to be assessed.*



**Figure 4.21: Condition of Vacant Business Properties-South 12th Avenue Commercial Corridor**



*The majority of structures are in “good” or “excellent” condition.*

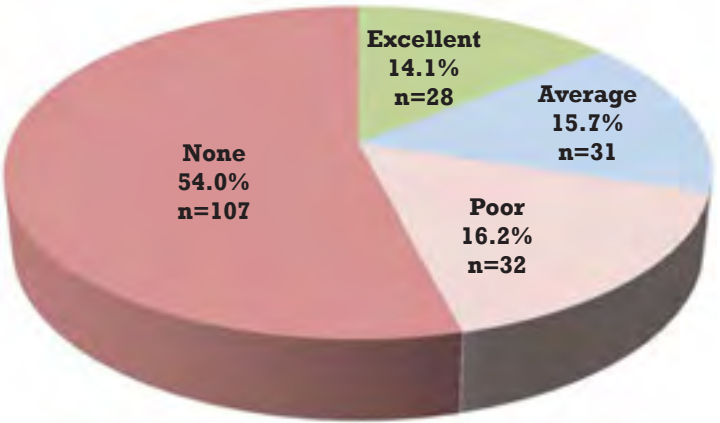


*Example of a business with no landscape to assess.*

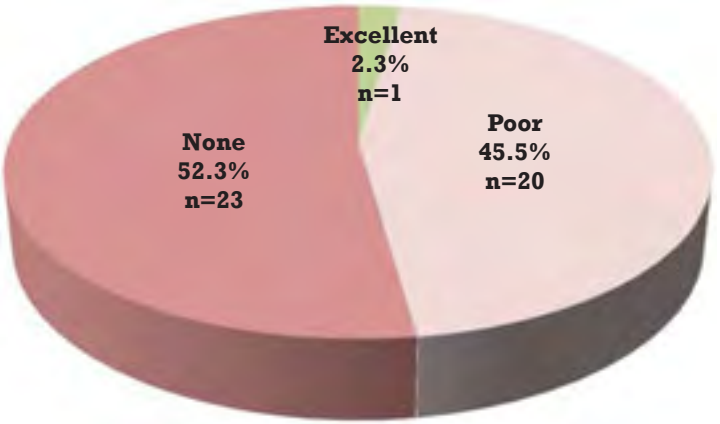
Grounds Condition

More than half of business properties on the South 12th Avenue Corridor do not have landscape or grounds to assess (Figure 4.22). Approximately 14.1 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the condition of vacant parcels on the corridor. Twenty of the forty-four vacant parcels had landscapes in poor condition and litter at the time of the windshield survey (Figure 4.23).



**Figure 4.22: Landscape Condition of All Business Properties- South 12th Avenue Commercial Corridor**  
*Excludes parking lots, vacant lots, vacant buildings, and residential.*



**Figure 4.23: Landscape Condition of Vacant Lots-South 12th Avenue Commercial Corridor**  
*Note: Half of the vacant parcels had litter and ten of the 44 parcels had graffiti at the time of the windshield survey.*

**Table 4.11: Type of Parcel Border by Business Property-South 12th Avenue Commercial Corridor**

	Number	Percentage
Fence	38	16.2%
Wall	43	18.3%
Landscape/Hardscape	3	1.3%
None	151	64.3%
Total	235	100%

**Table 4.12: Trees in the Right-of-Way by Business Property-South 12th Avenue Commercial Corridor**

	Number	Percentage
Yes	48	20.4%
No	187	79.6%
Total	235	100%

**Table 4.13: Trees on Parcel by Business Property-South 12th Avenue Commercial Corridor**

	Number	Percentage
Yes	78	33.2%
No	157	66.8%
Total	235	100%

**Table 4.14: Miscellaneous Exterior Conditions by Business Property-South 12th Avenue Commercial Corridor**

Evaluated Condition	Number*	Percentage of Total Businesses
Exterior Lighting	146	62.1%
Overhead Utilities Present	115	48.9%
Miscellaneous Signs on Parcel	51	21.7%
Litter Present	77	32.8%
Graffiti Present	96	40.9%

*\*Number indicates the number of business properties with the evaluated condition out of 235 total businesses.*



### Signage

The majority of existing monument and individual business signs are in good condition, meaning they do not require any repairs.



Business Signs-South 12th Avenue Commercial Corridor

**Table 4.15: Condition of Individual Business Signs-South 12th Avenue Commercial Corridor**

Condition	Number	Percentage
Good	125	53.2%
Average	69	29.4%
Poor	6	2.6%
None	35	14.9%
Total	235	100%

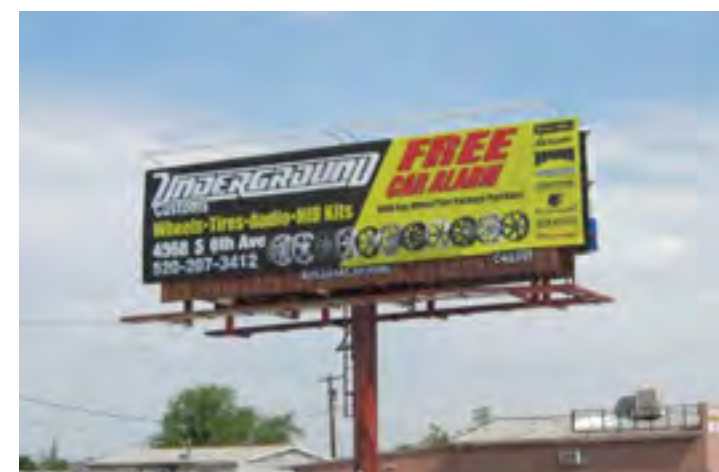
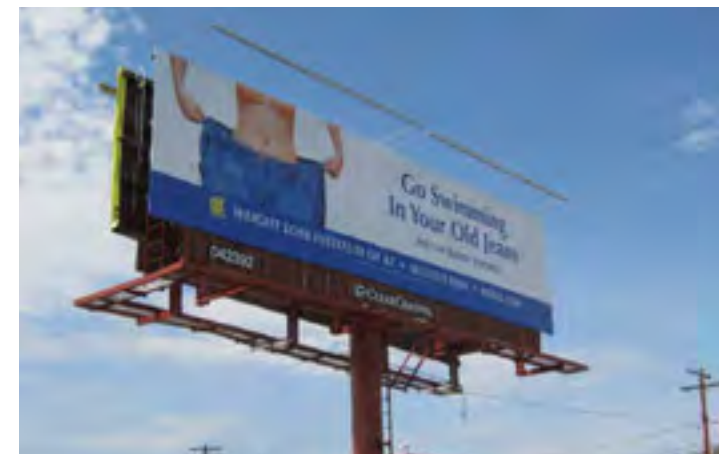
**Table 4.16: Condition of Monument Signs by Business-South 12th Avenue Commercial Corridor**

Condition	Number	Percentage
Good	30	12.8%
Average	23	9.8%
Poor	20	8.5%
None	162	68.9%
Total	235	100%



### Billboards

Windshield survey teams also noted the existence of billboards along the designated commercial corridor. On South 12th Avenue there are a variety of billboards, some of which are in Spanish. See the following examples below and to the right.



Billboard Examples- South 12th Avenue Commercial Corridor





Vacancy

Vacant Business Properties

At the time of the windshield survey, 12 out of 235 business properties within the designated corridor area were identified as vacant (5.1 percent). The windshield survey teams also recorded the presence of signage indicating that a business property was for sale, for lease, or otherwise available. Based on signage, eleven business properties in the area were available in August 2012.

Vacant Housing Units Adjacent to the Corridor

The 2010 U.S. Census provides data on all vacant housing units in an area including those for rent or for sale, those vacant properties that are vacant due to seasonal, recreational, or occasional use, and “other vacant” which may be recent foreclosures or units that owners or renters have walked away from (see Table 4.18). According to census data for one-quarter mile on either side of South 12th Avenue within the designated area, the total housing vacancy rate is 10.3 percent.

Vacant Lots and Parking

Drachman Institute identified 44 out of 260 parcels (16.9 percent) on the South 12th Avenue Commercial Corridor as vacant (see Figure 4.24).

An additional 21 out of 260 parcels (8.1 percent) are identified as surface parking lots (see Figure 4.24).

Table 4.18: Housing Units by Vacancy Status-South 12th Avenue Commercial Corridor

Vacant Units	Units	Percent
For Rent	139	4.7%
Rented, not occupied	7	0.2%
For Sale	30	1.0%
Sold, not occupied	4	0.1%
Other Vacant*	116	4.0%
For seasonal/ recreational/ occasional use	6	0.2%
For Migrant Workers	0	0.0%
Total Vacant Units	302	10.3%
Total Housing Units	2,928	100%

Data for one-quarter mile on either side of designated area on South 12th Avenue. Source: U.S. Census 2010 Summary File 1 (ESRI).

\*Includes recent foreclosures or units that owners have walked away from.



Photos above show vacant lots within the South 12th Avenue Commercial Corridor. In August 2012, 16.9 percent of parcels were vacant.



Figure 4.24: Parking Lots, Vacant Business Properties, and Vacant Parcels-South 12th Avenue Commercial Corridor. Source: Drachman windshield survey, 2012.





# Commercial Corridor Summary

## Location and Surrounding Neighborhoods

The South 12th Avenue Commercial Corridor is located south of Interstate 10 and east of Interstate 19. The designated corridor extends from 44th Street (north) to Drexel Road (south). Surrounding neighborhoods include Sunset Villa Neighborhood to the northwest, Rose Neighborhood to the west, and Sunnyside Neighborhood to the southeast, southwest, and south. Although no longer a city designated neighborhood, a large portion of the parcels on the eastern side of the corridor lie within the Wakefield area.

## Demographics and Housing Characteristics

There are approximately 8,670 residents living in the half-mile area along the South 12th Avenue Corridor (one-quarter mile on each side of the corridor). The area is predominantly Hispanic (90.4 percent compared to 41.6 percent in the City of Tucson). Residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson.

There are approximately 2,928 housing units in the half-mile area, 2,626 which are occupied. Of these occupied units, 56.9 percent are owner-occupied.

## Zoning and Land Use

The majority of parcels on the corridor are zoned for C-2 “general and intensive” commercial uses. Approximately 115 of 260 parcels on the corridor are dedicated to commercial uses (44.2 percent).

## Density

The South 12th Avenue Commercial Corridor has a population density per square mile that ranges from zero to 18,813. Block groups with higher density are found on the east side of South 12th Avenue, particularly south of Nebraska Street to Drexel Road.

## Ownership

More than 65 percent of parcels on the corridor are owned by multiple owners; just 23.7 percent are owned by individuals.

## Crime

The City of Tucson Police Department responded to approximately 527 incidents between January 1 and July 30, 2012 on the South 12th Avenue Commercial Corridor. Of these incidents, 44 involved shoplifting.

## Accessibility

In terms of the pedestrian environment, the South 12th Avenue Commercial Corridor has curbs and is well-lit at night, but approximately half of all businesses do not have a sidewalk and the area is lacking in shade for daytime walking. More than 89 percent of parcels do not have trees in the right of way.

For bicyclists, there is no bike lane along South 12th Avenue, and 97 percent of businesses do not offer bike parking.

The corridor caters to automobile access, with daily traffic volume ranging from 11,700 to 34,018. Only 5.1 percent of businesses do not have some form of automobile parking available.

The designated corridor is served by multiple bus routes and offers numerous sheltered and unsheltered bus stops.

## Building Conditions and Grounds Conditions

The majority (88.1 percent) of business properties on the South 12th Avenue Corridor are in ‘Good’ condition. Approximately 11.1 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs.

More than half of business properties on the corridor do not have landscape or grounds to assess. Approximately 14.1 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

## Vacancy

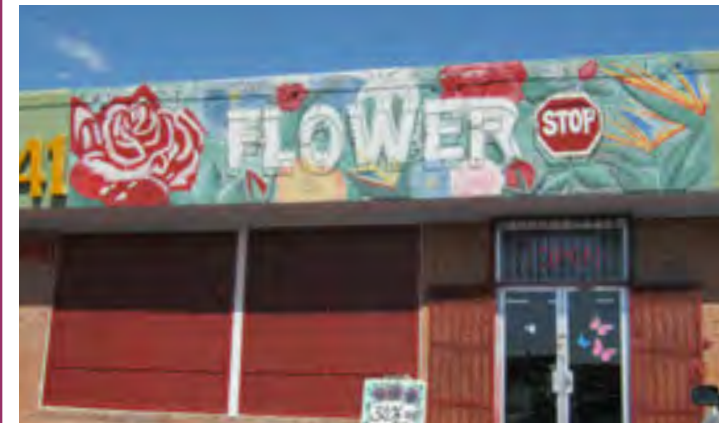
At the time of the windshield survey, 12 out of 235 business properties within the designated corridor area were identified as vacant (5.1 percent). Drachman Institute identified 44 out of 260 parcels (16.9 percent) on the corridor as vacant.

According to census data for one-quarter mile on either side of South 12th Avenue within the designated area, the total housing vacancy rate is 10.3 percent.



The examples above show advertising at the bus stops on the South 12th Avenue Commercial Corridor.

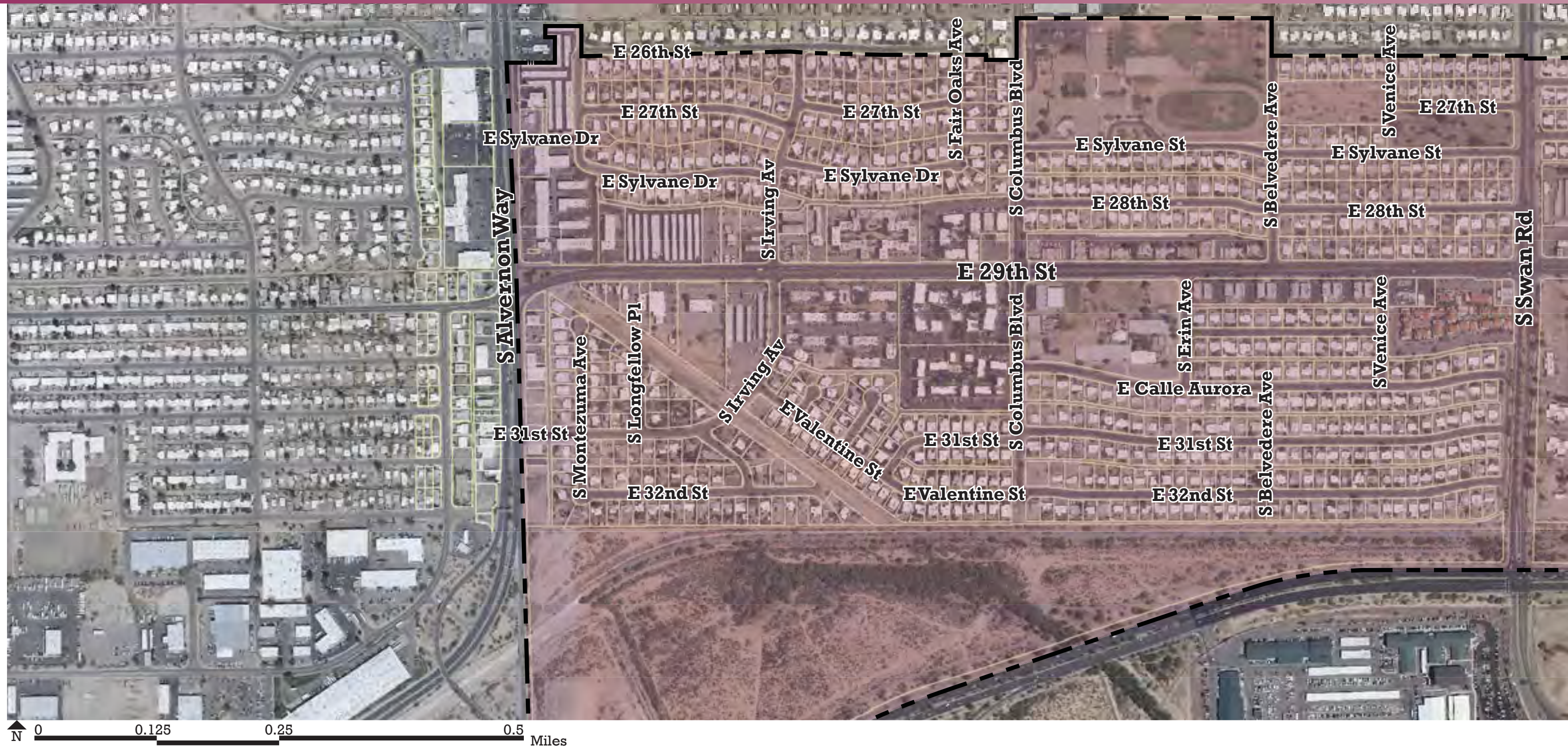




Above are examples of non-commercial uses on the designated South 12th Avenue Commercial Corridor.

The photos above depict examples of businesses on the designated South 12th Avenue Commercial Corridor.









# 29th Street Commercial Corridor

5

5. 29th Street

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Introduction

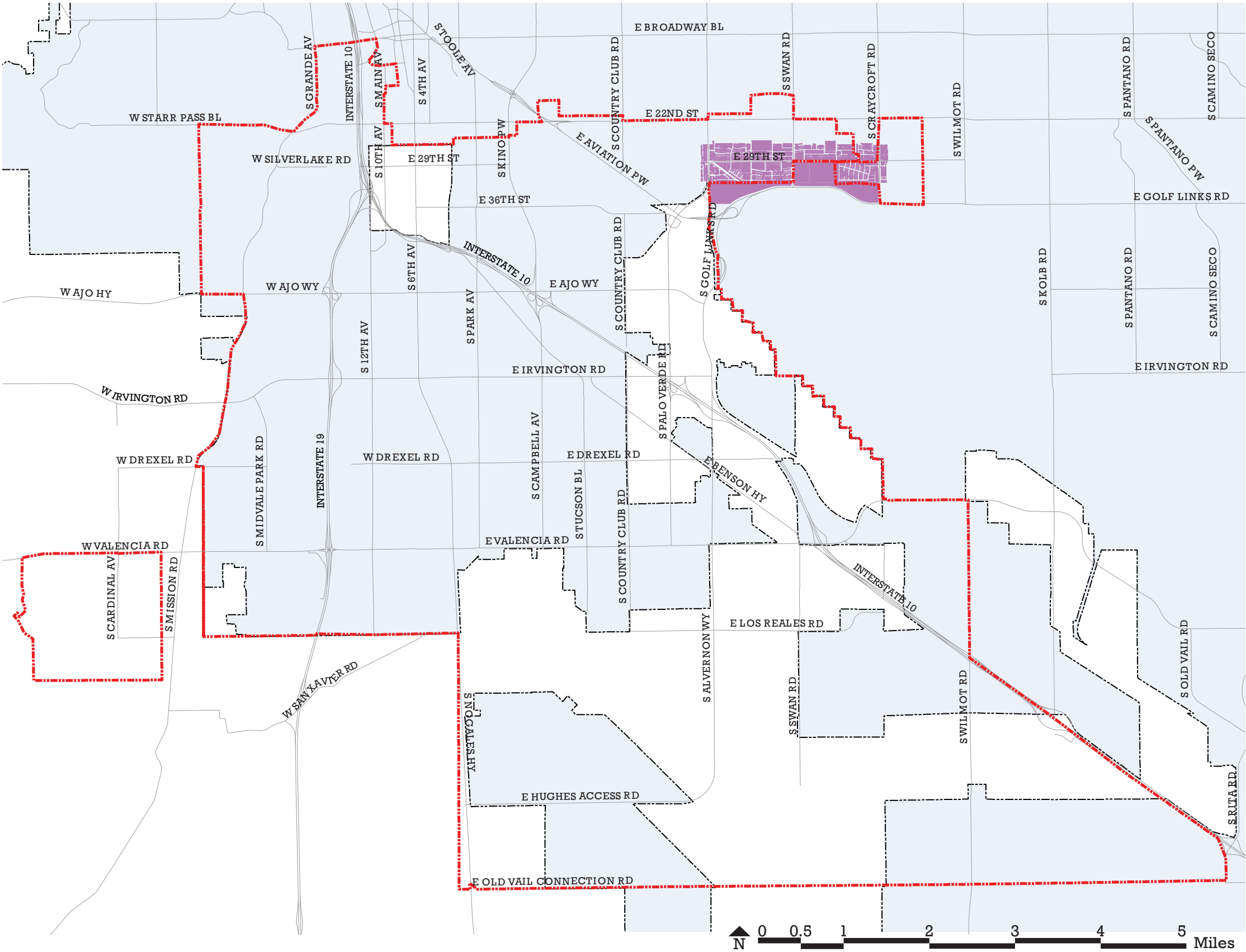
The designated 29th Street Commercial Corridor is located in the northeast corner of the NSP2 target area and extends from South Alvernon Way (west) to N. Craycroft Road (east). The corridor is approximately two miles long (see Figure 5.1).

The Drachman windshield survey team evaluated 107 parcels and 139 businesses on the 29th Street Commercial Corridor in August 2012.

5. 29th Street

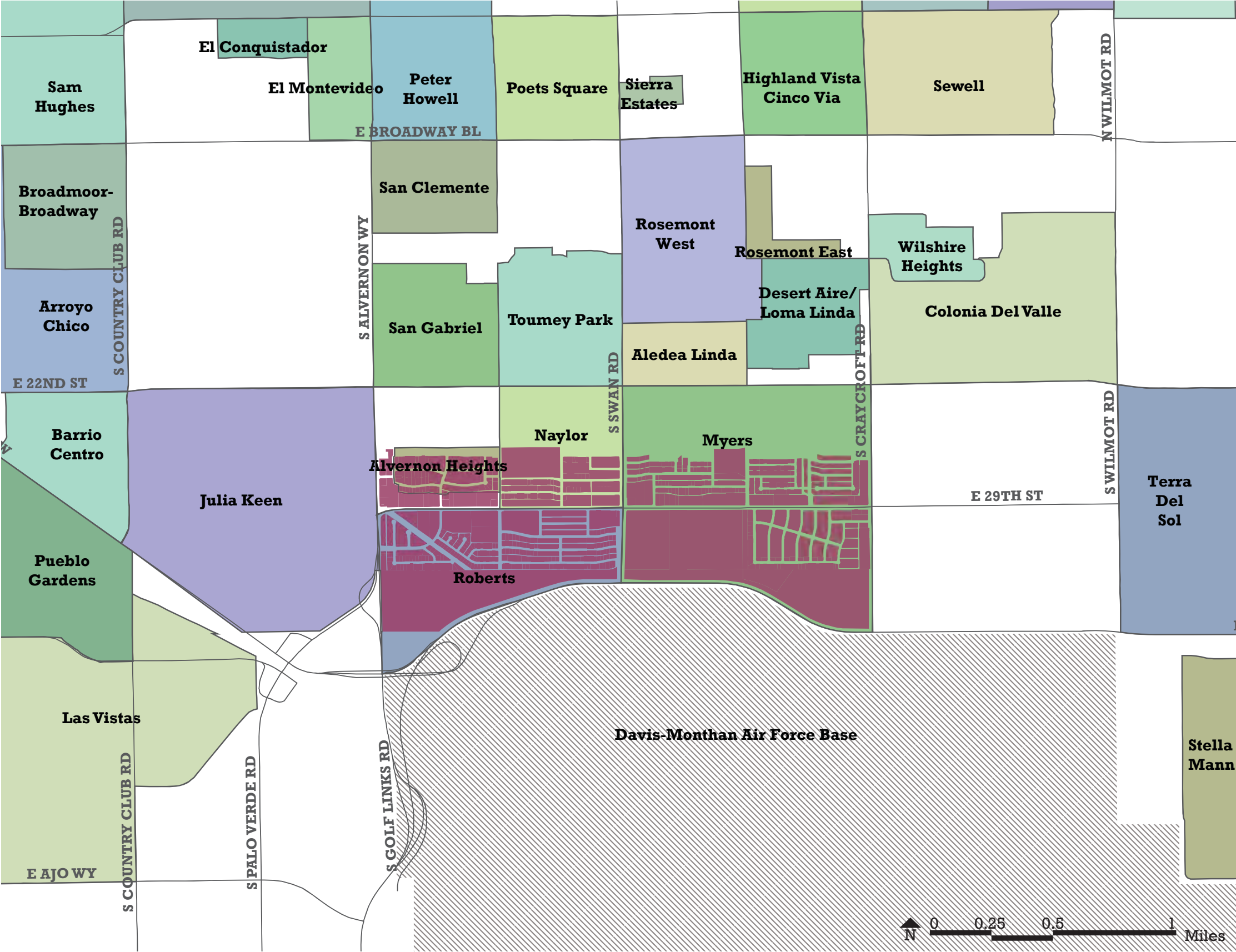


A strip mall on 29th Street



**Figure 5.1: Location-29th Street Commercial Corridor**  
The 29th Street Commercial Corridor is located north of Interstate 10 and in the northeast corner of the NSP2 target area. The red line on the map represents the NSP2 target area boundary. Source: Pima County GIS Library, 2012.





**Neighborhoods**  
Sections of the 29th Street Commercial Corridor lie within the boundaries of established neighborhoods. These include Myers, Naylor, Alvernon Heights, and Roberts Neighborhoods (see Figure 5.2).



The Jim and Vicki Click Clubhouse operates youth programs and is part of Boys and Girls Clubs of Tucson.

**Figure 5.2: Surrounding Neighborhoods-29th Street Commercial Corridor**  
Sources: City of Tucson and the Pima County GIS Library, 2012.

Demographics and Housing Characteristics

Statistics are provided for the half-mile area (one-quarter mile on each side of the corridor) extending from approximately E. 26th Street on the north to just north of Golf Links Road on the south (see Figure 5.3).

Institute (ESRI), Community Analyst Data Service.<sup>1</sup> Statistics are from the 2010 U.S. Census unless otherwise noted.

<sup>1</sup> <http://communityanalyst.esri.com/cao>.

The latest U.S. Census data for the half-mile area are provided by the Environmental Systems Research



**Figure 5.3: Demographic Data Collection Area-29th Street Commercial Corridor**  
Demographic and housing data obtained for the half-mile area (quarter mile on each side) of the 29th Street Commercial Corridor.  
Sources: Pima County GIS Library and Pima County Assessor, 2012.

- 1/2 Mile Area
- Commercial
- Residential
- Other



Demographics

Table 5.1: Demographics-29th Street Commercial Corridor Half-Mile Area

	29th Street Commercial Corridor	Tucson	Pima County
Total Population	7,037	520,116	980,263
Total Households	2,506	205,390	388,660
Median Age	28.8	33.1	37.6
Percent Under 18	31.6%	23.3%	23.0%
Percent Over 65	6.4%	11.9%	15.4%
Median Household Income	\$26,347	\$35,499	\$42,138
Percent Hispanic	52.1%	41.6%	34.6%
Percent High School Graduate or Higher	72.7%	83.1%	86.3%
Percent Bachelor's Degree or Higher	7.7%	24.8%	29.0%
Percent in Poverty	29.3%	17.8%	13.7%

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of education and poverty, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

Housing Characteristics

Table 5.2: Housing Characteristics-29th Street Commercial Corridor Half-Mile Area

	29th Street Commercial Corridor	Tucson	Pima County
Median Home Values (owner-occupied units)	not available	\$169,900	\$196,900
Median Year Householder Moved into Unit	2004	2003	2002
Percent Owner-Occupied	33.1%	51.9%	64.1%
Average Household Size	2.81	2.43	2.46
Single-Family Units	41.7%	59.5%	66.0%
Percent Vacant Housing Units	16.2%	10.6%	11.9%
Total Number of Housing Units	2,992	229,762	440,909

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of median home values, year householder moved into unit, and single-family units, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

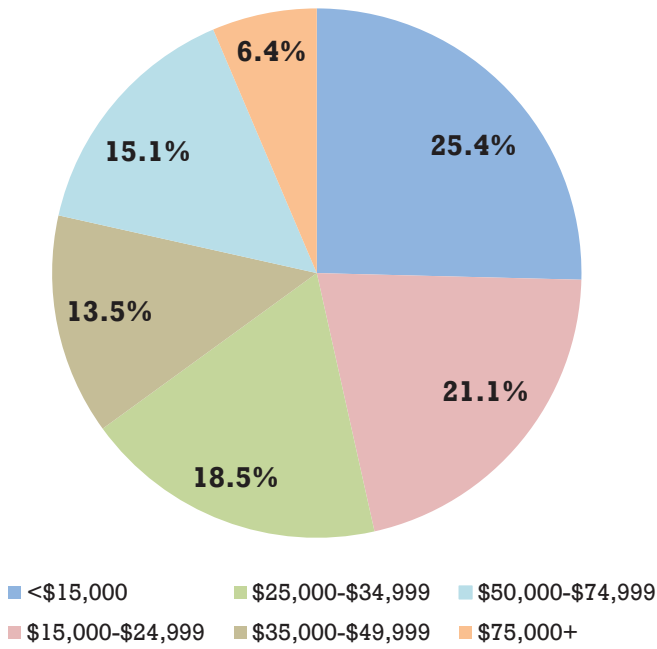


Figure 5.4: Household Income-29th Street Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 7,037 residents living in the half-mile area along the designated 29th Street Corridor (one-quarter mile on each side of the corridor). Compared to the City of Tucson and Pima County, residents are young with a median age of 28.8. In fact, one-third of residents are under the age of eighteen (see Table 5.1).

In terms of ethnicity, the area is largely Hispanic (52.1 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as Black or African American (10.7 percent compared to 5.0 percent in the City of Tucson).

Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. More than one-quarter of area households earned less than \$15,000 in 2010 (Figure 5.4).

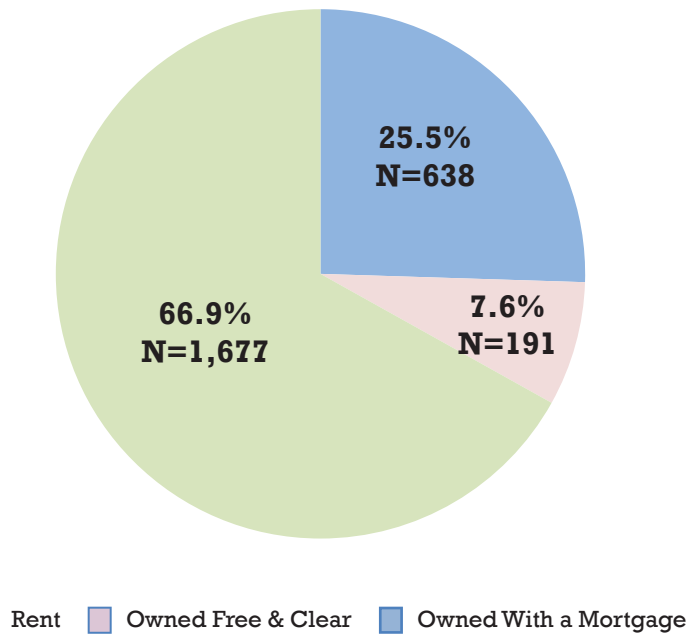


Figure 5.5: Households by Tenure and Mortgage Status-29th Street Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 2,992 housing units in the half-mile area, 2,506 of which are occupied. Of these occupied units, 33.1 percent are owner-occupied. This is significantly lower than the owner-occupied rate for Pima County (64.1 percent) and the City of Tucson (51.9 percent) (see Table 5.2). A small proportion of households (7.6 percent) own their home without a mortgage (Figure 5.5).

Zoning

The majority of parcels on the corridor are zoned for C-2 “general and intensive” commercial uses (see Figure 5.6 and Table 5.3). This allows for uses such as retail commercial with wholesale, nightclubs, bars, automotive activities, and amusement enterprises. Limited manufacturing is permitted.

Table 5.3: Zoning Classifications-City of Tucson

C-1	Local Commercial: A restrictive commercial zone, limited to retail sales with no outside display/storage. Office and residential development permitted. Restaurants permitted.
C-2 C-3	General and Intensive Commercial: Retail commercial with wholesale; nightclubs, bars, amusement enterprises. Full range of automotive activities. Limited manufacturing permitted.
O-3	Office: Professional and semiprofessional office, high density residential developments, limited research and development uses.
I-1	Light Industrial: Commercial, industrial, and manufacturing uses.
P-I	Park Industrial: Administrative, manufacturing, and wholesale activities carried on entirely within an enclosed structure.
R-2	Medium Density Residential: Multifamily and single-family.
R-3	High Density Residential: Primarily for apartment houses; single-family development permitted.

5. 29th Street



Figure 5.6: Zoning-29th Street Commercial Corridor  
Sources: City of Tucson Development Services and Pima County GIS Library, 2012.





Land Use and Service Area

Approximately 34 out of 107 parcels on the 29th Street Commercial Corridor are dedicated to commercial uses (31.8 percent).

Because some parcels contain multiple businesses, Table 5.4 below shows the breakdown of business types and other uses along the corridor.

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the region).

On the designated corridor, 55 businesses are identified as having a local service area, 27 businesses are identified as having a metropolitan service area, and seven businesses are identified as having a regional service area.

Table 5.4: Detailed Land Use Data-  
29th Street Commercial Corridor

Land Use	Number	Percentage
Auto Related	10	5.2%
Bank and Cash Services	0	0.0%
Beauty Services	5	2.6%
Education	3	1.6%
General Merchant	34	17.6%
Government	3	1.6%
Grocery/Market/Convenience Stores	5	2.6%
Health Related	3	1.6%
Hotel	0	0.0%
Office	5	2.6%
Parking	5	2.6%
Religious	2	1.0%
Residential	46	23.8%
Restaurants/Fast Food	5	2.6%
Transportation Related	1	0.5%
Vacant Lot	2	1.0%
Vacant Business	47	24.3%
Other*	17	8.8%
Total	193	100.0%

\*Includes storage, social services, and other uses not classified.

Source: Drachman windshield survey, 2012.

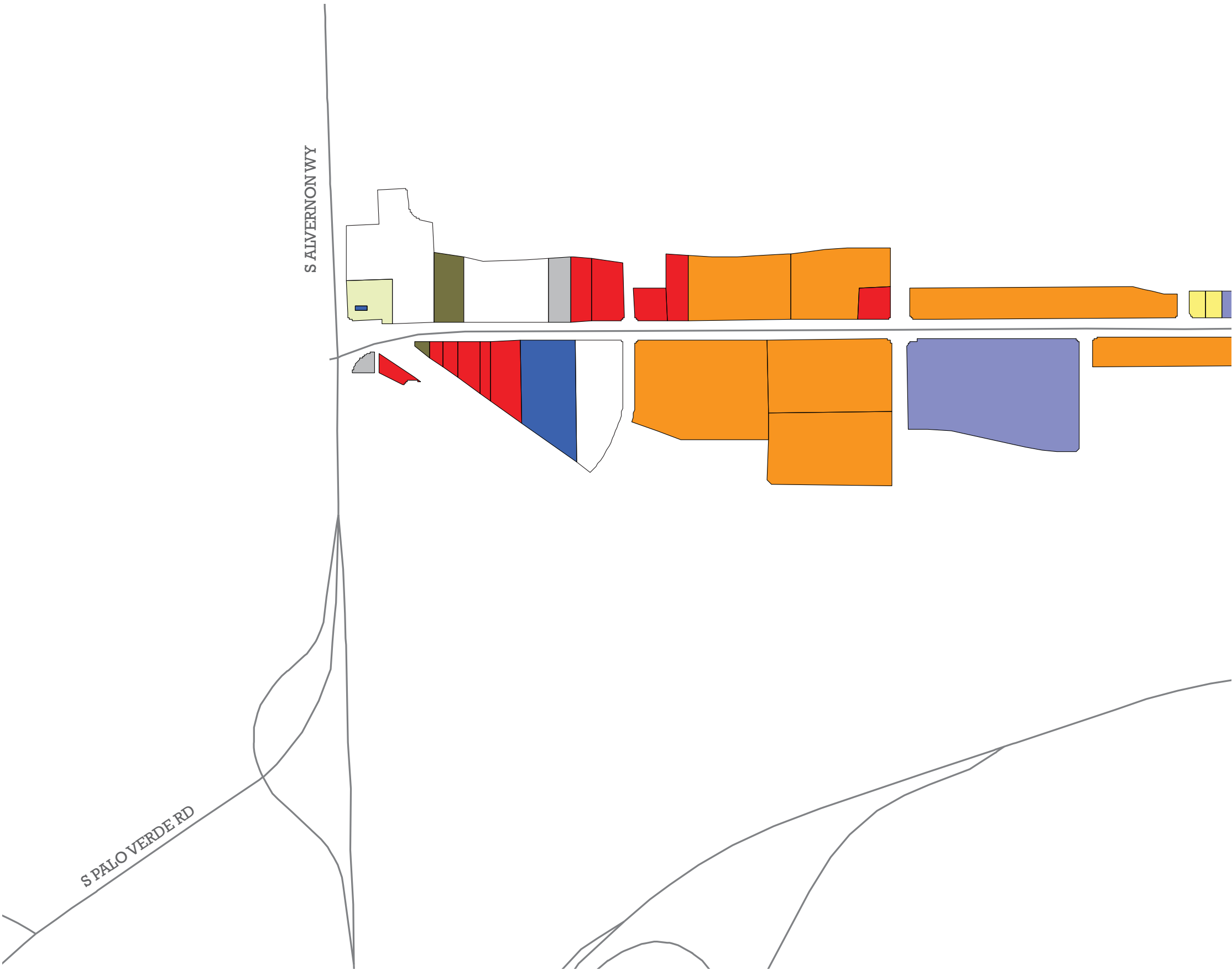


Figure 5.7: Land Use-29th Street Commercial Corridor  
Examples of “institutional” land use include: soup kitchen, church, Masonic Lodge, and private schools. Source: Drachman windshield survey, 2012

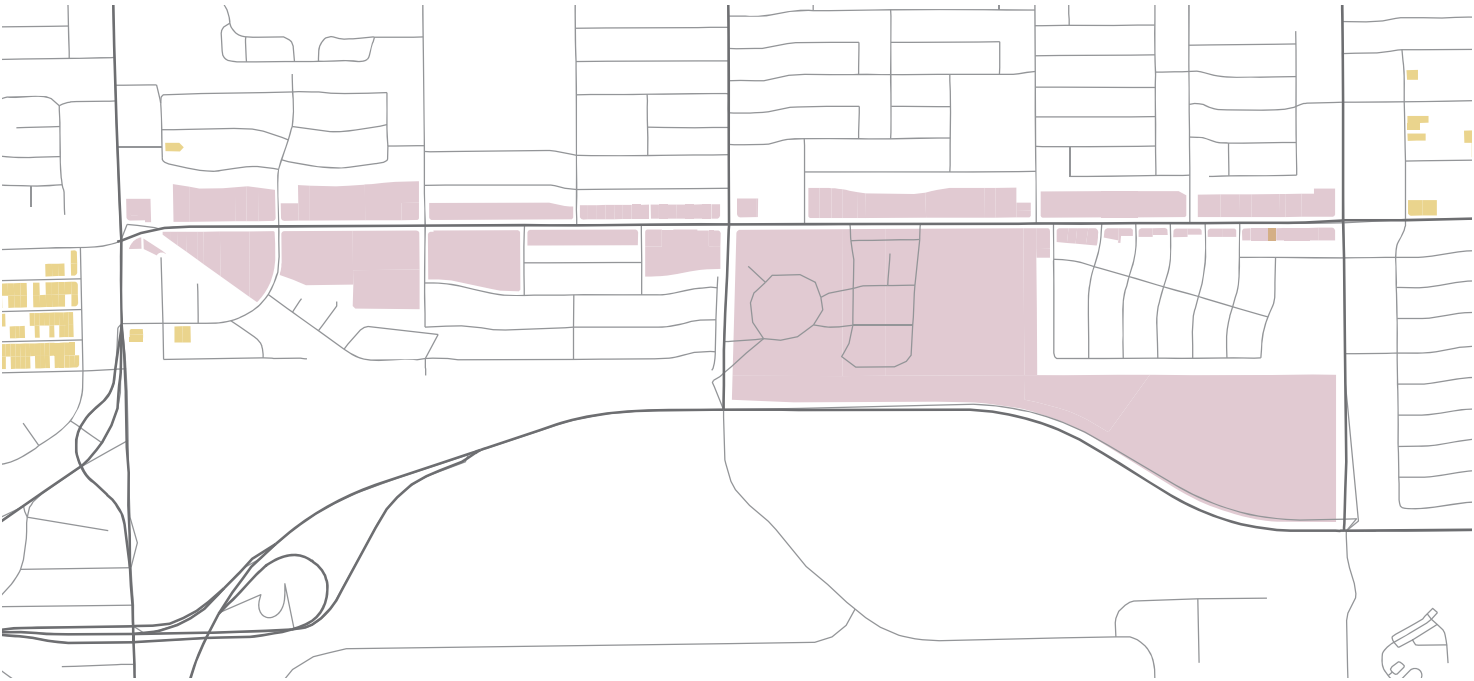




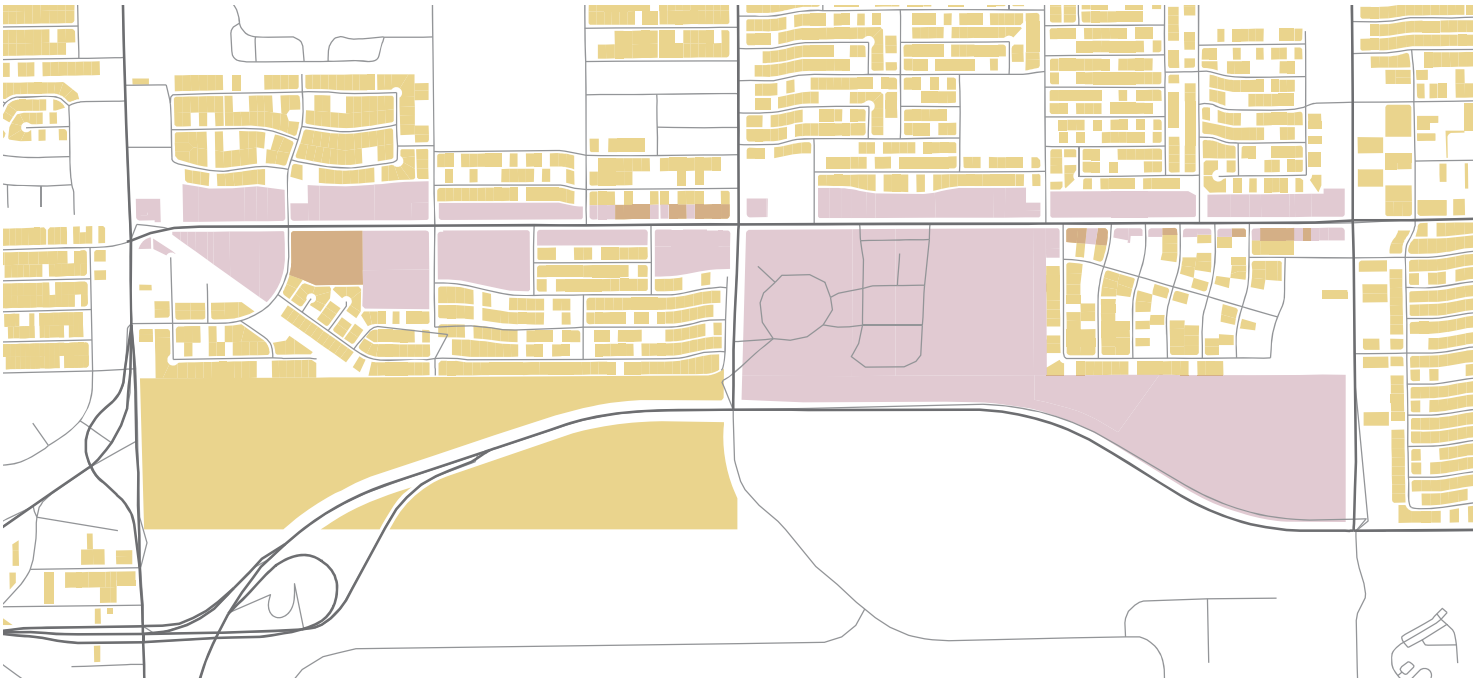
Development Patterns

A series of maps in Figure 5.8 shows the surrounding development over time.

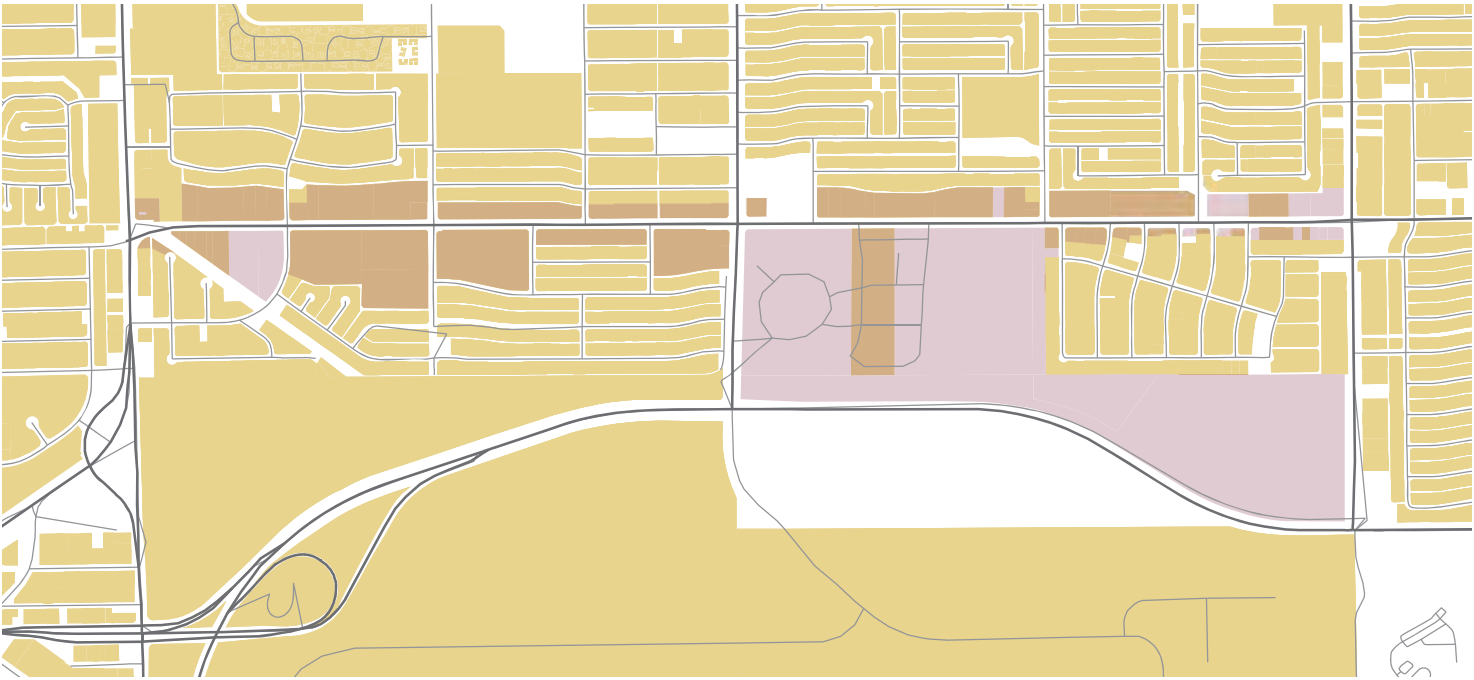
5. 29th Street



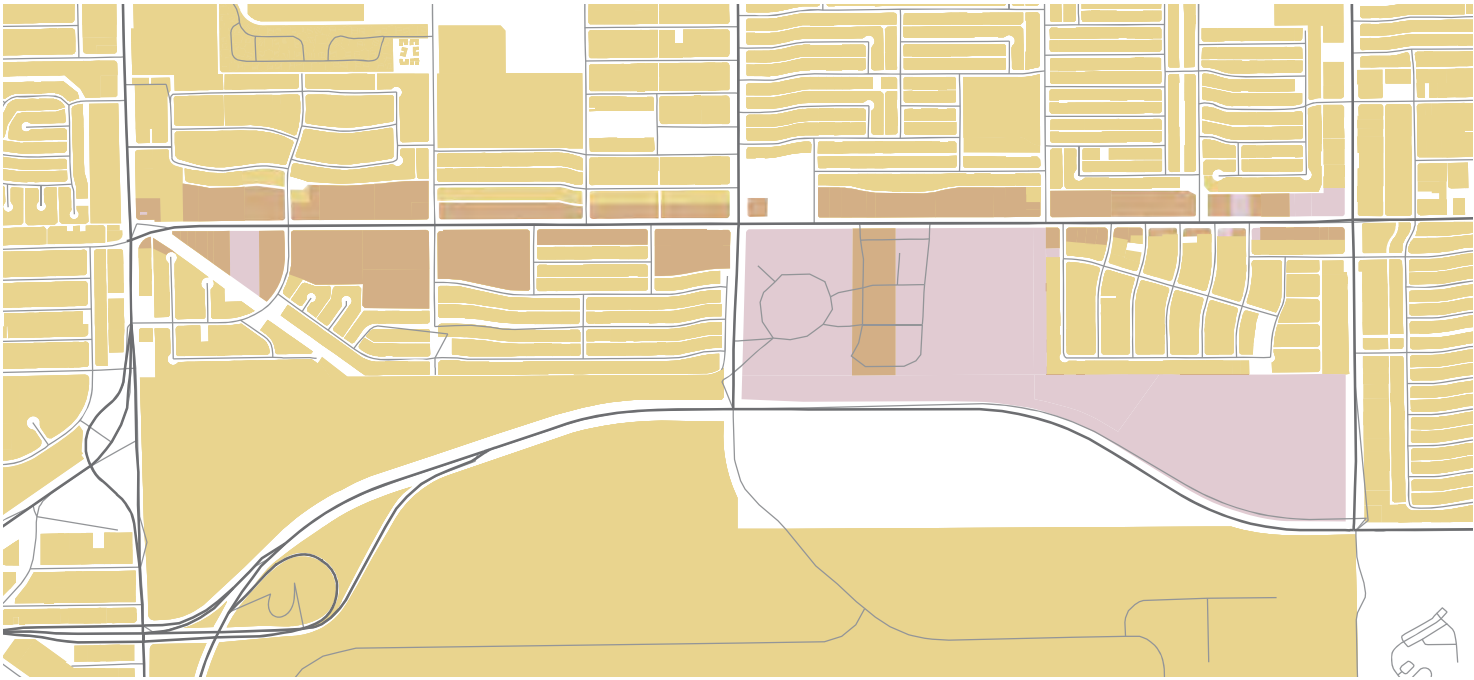
29th Street Commercial Corridor 1949



29th Street Commercial Corridor 1959



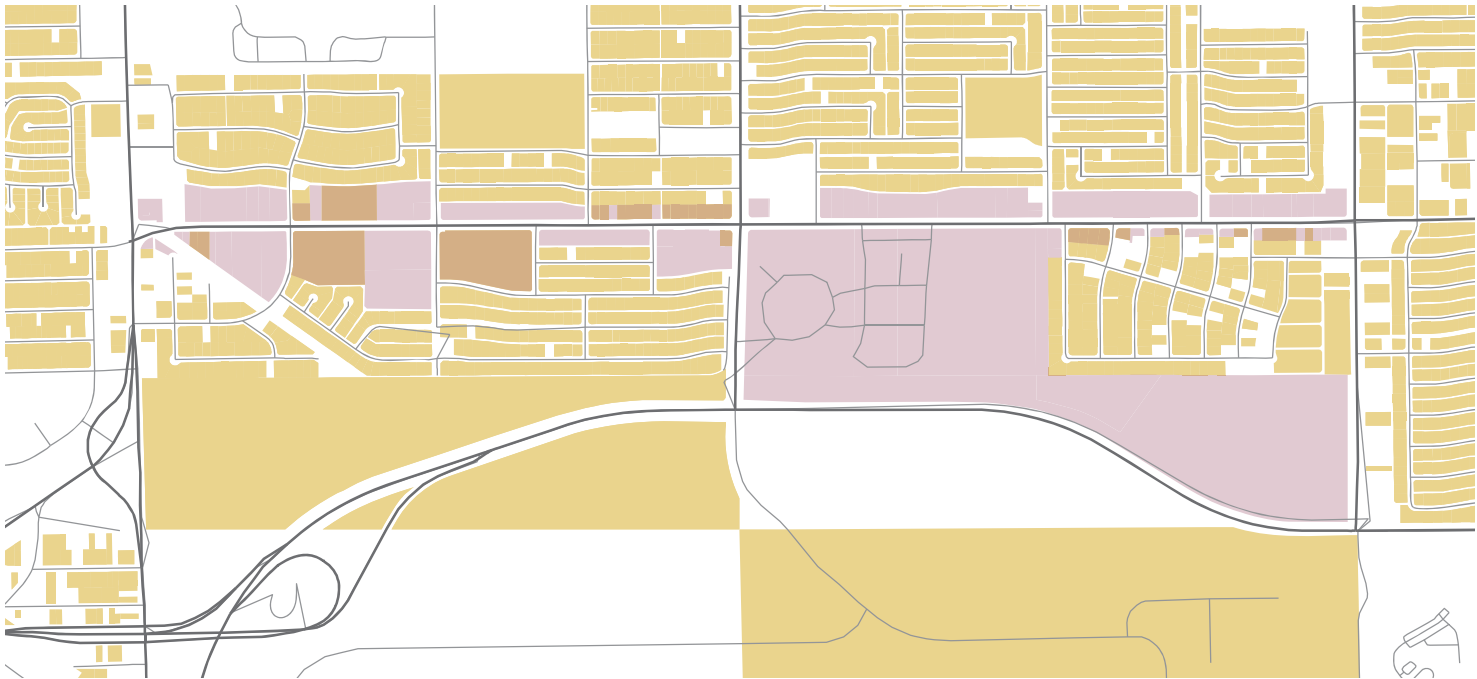
29th Street Commercial Corridor 1989



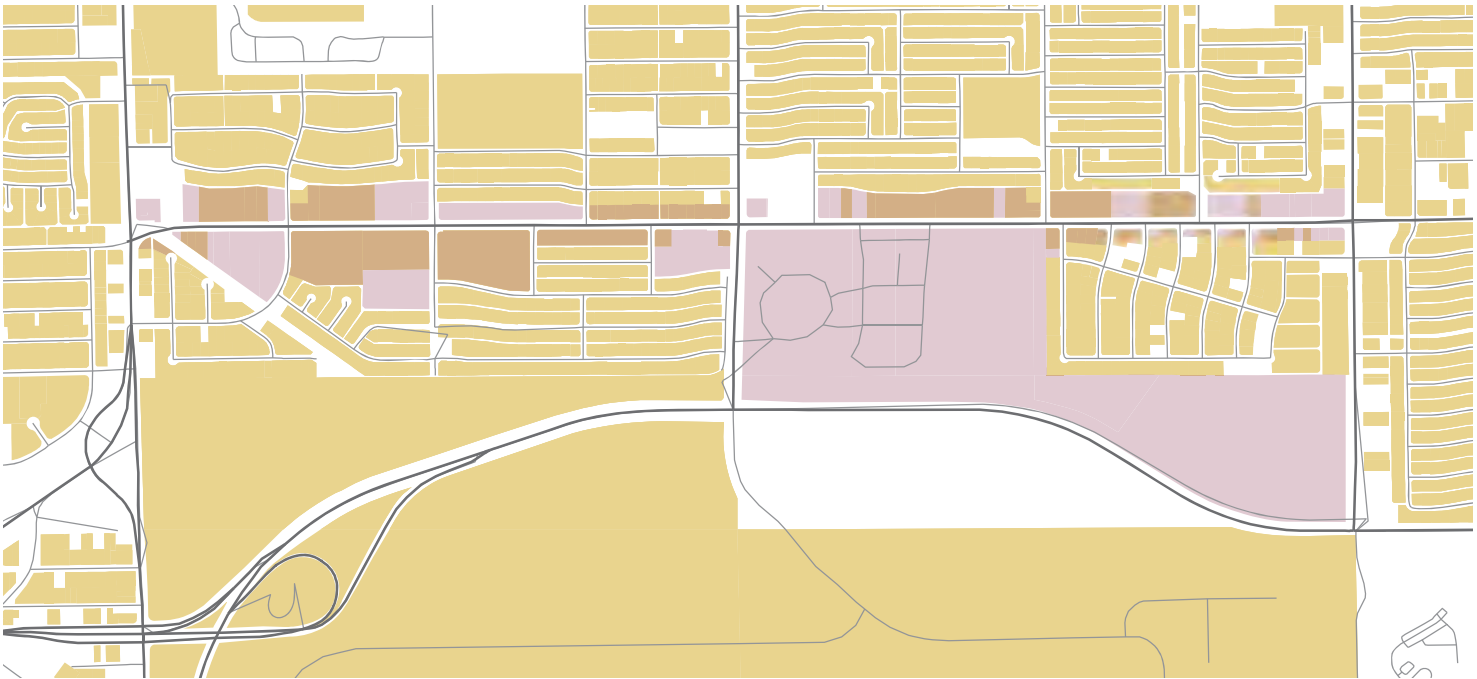
29th Street Commercial Corridor 1999

**Figure 5.8: Parcel Development Over Time - 29th Street Commercial Corridor**  
Source: Pima County GIS, 2010

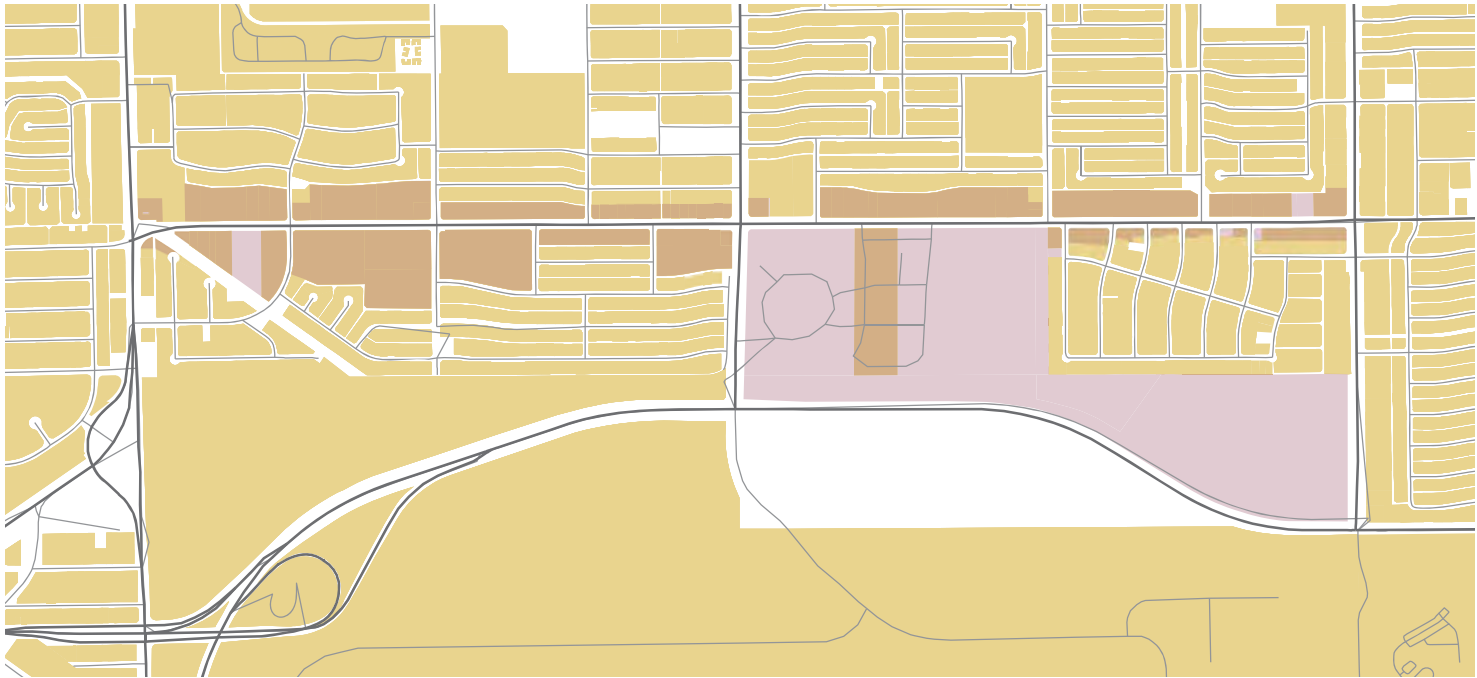




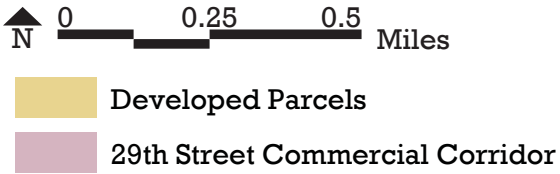
29th Street Commercial Corridor 1969



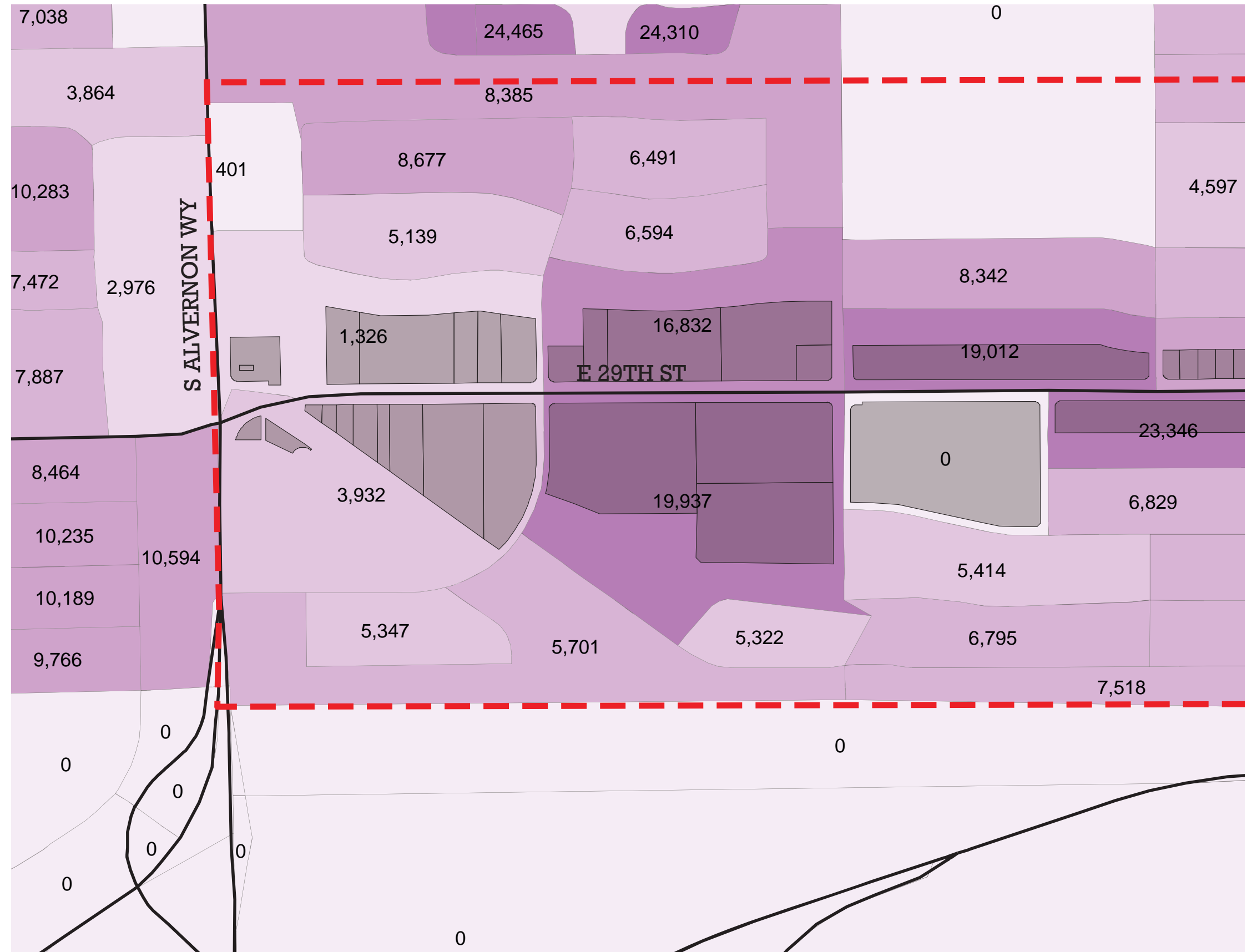
29th Street Commercial Corridor 1979



29th Street Commercial Corridor 2010



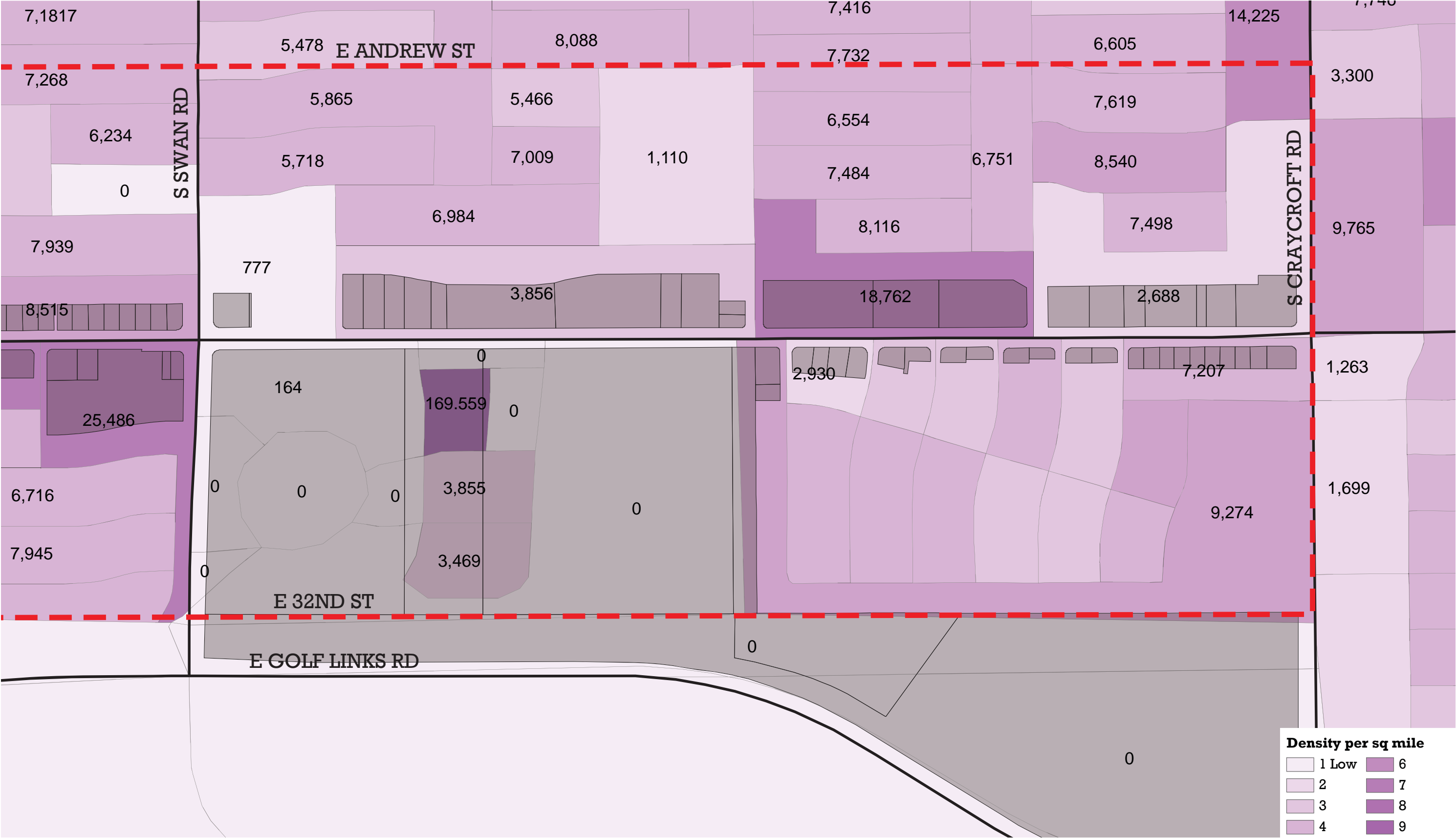
The 29th Street Commercial Corridor has a population density per square mile that ranges from approximately zero to 25,486 for the block groups directly on 29th Street (see Figure 5.9).



**Figure 5.9: Population Density by Block Group-29th Street Commercial Corridor**  
The red dashed line represents 1/4 mile on either side of 29th Street Commercial Corridor.  
Source: Pima County GIS, 2010 U.S. Census data.

*Several large apartment complexes contribute to pockets of higher density along the corridor.*





Ownership

**Ownership**  
Figure 5.10 displays ownership of parcels according to Pima County Assessor's records as of February 2013. More than 60 percent of parcels are owned by multiple owners.

**Table 5.5: Parcel Ownership Data-  
29th Street Commercial Corridor**

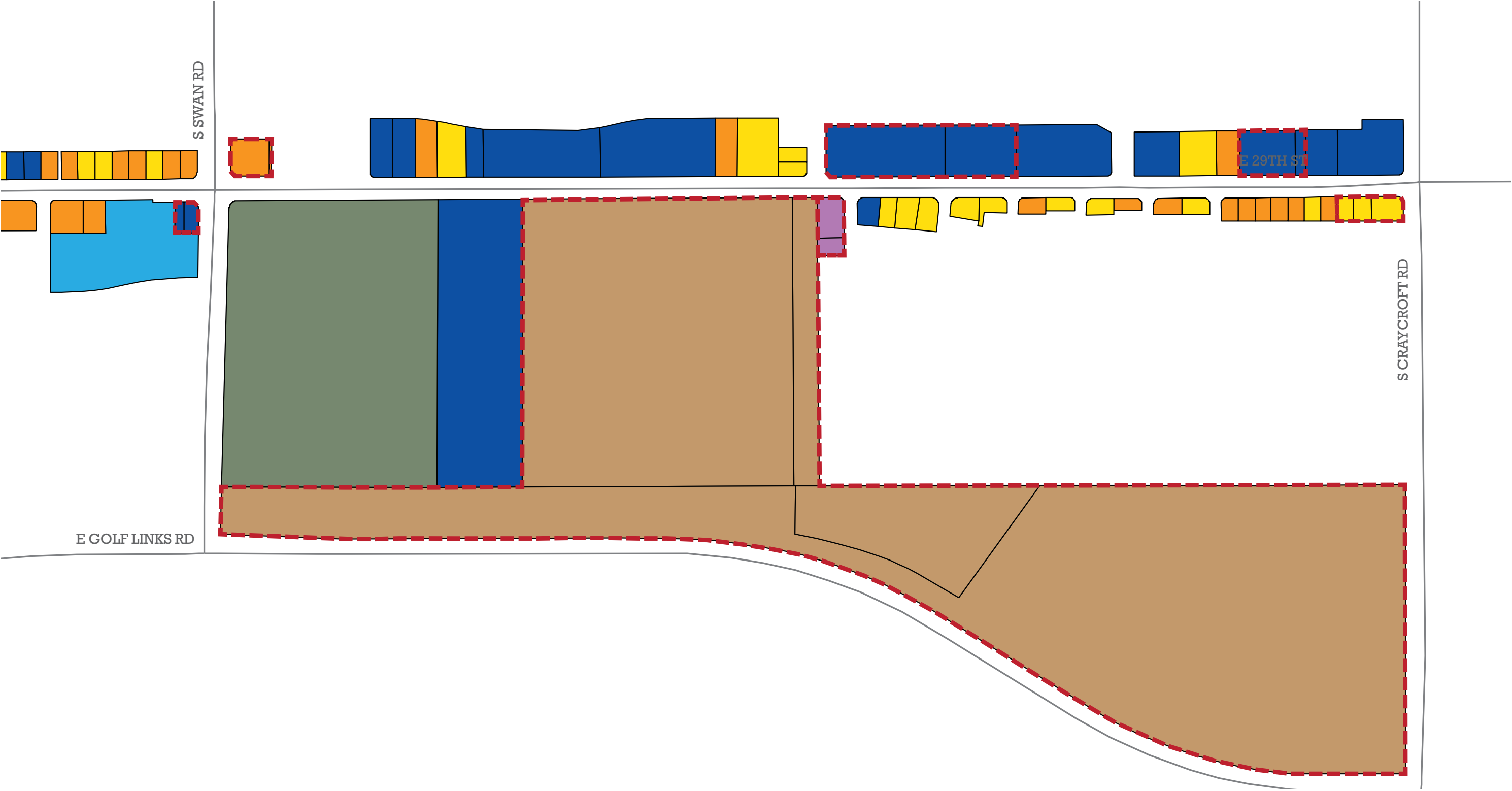
Ownership	# Parcels	% Parcels
City of Tucson	4	4.0%
State	2	2.0%
Tucson Unified School District	1	1.0%
Religious	2	2.0%
Private Individual	27	26.7%
Private Multiple Owners	29	28.7%
Private LLC Individual Owner	1	1.0%
Private LLC Multiple Owners	35	34.6%
Total	101	100%

Source: Pima County Assessor's Records, 2013.



**Figure 5.10: Ownership-29th Street Commercial Corridor**  
Sources: Pima County Assessor and Pima County GIS Library, 2012.



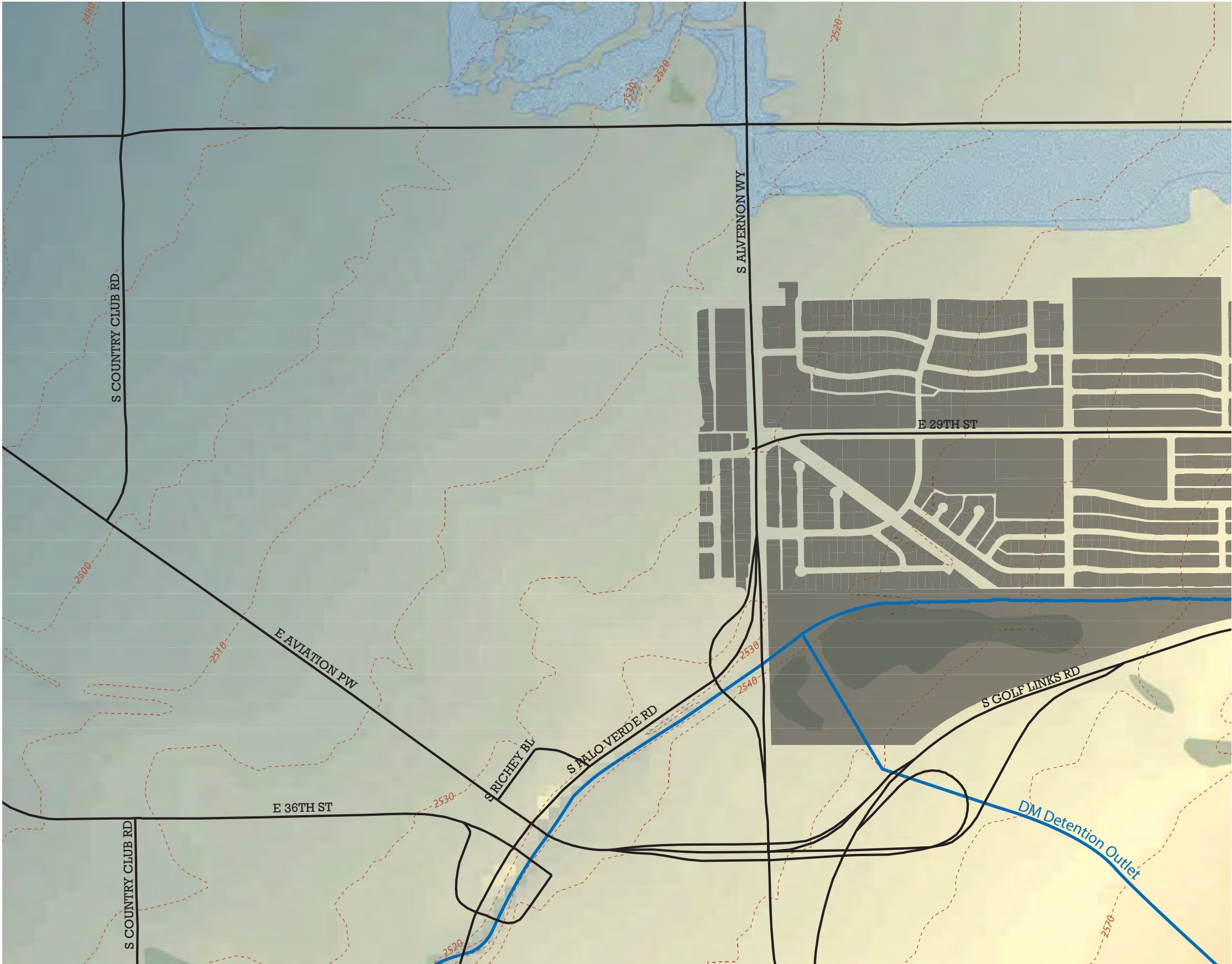


- |                              |                      |
|------------------------------|----------------------|
| Private individual owner     | Religious            |
| Private multiple owners      | City of Tucson       |
| Private LLC individual owner | State                |
| Private LLC multiple owners  | Contiguous ownership |
| Tucson Unified School Dist.  |                      |

N 0 0.125 0.25 0.5 Miles

There are multiple wash systems surrounding the designated 29th Street Corridor (see Figure 5.11). A flood zone area lies north of the corridor on 22nd Street, and the Tucson Diversion Channel lies just south of the corridor. Please note the following information\* for figure 5.11:

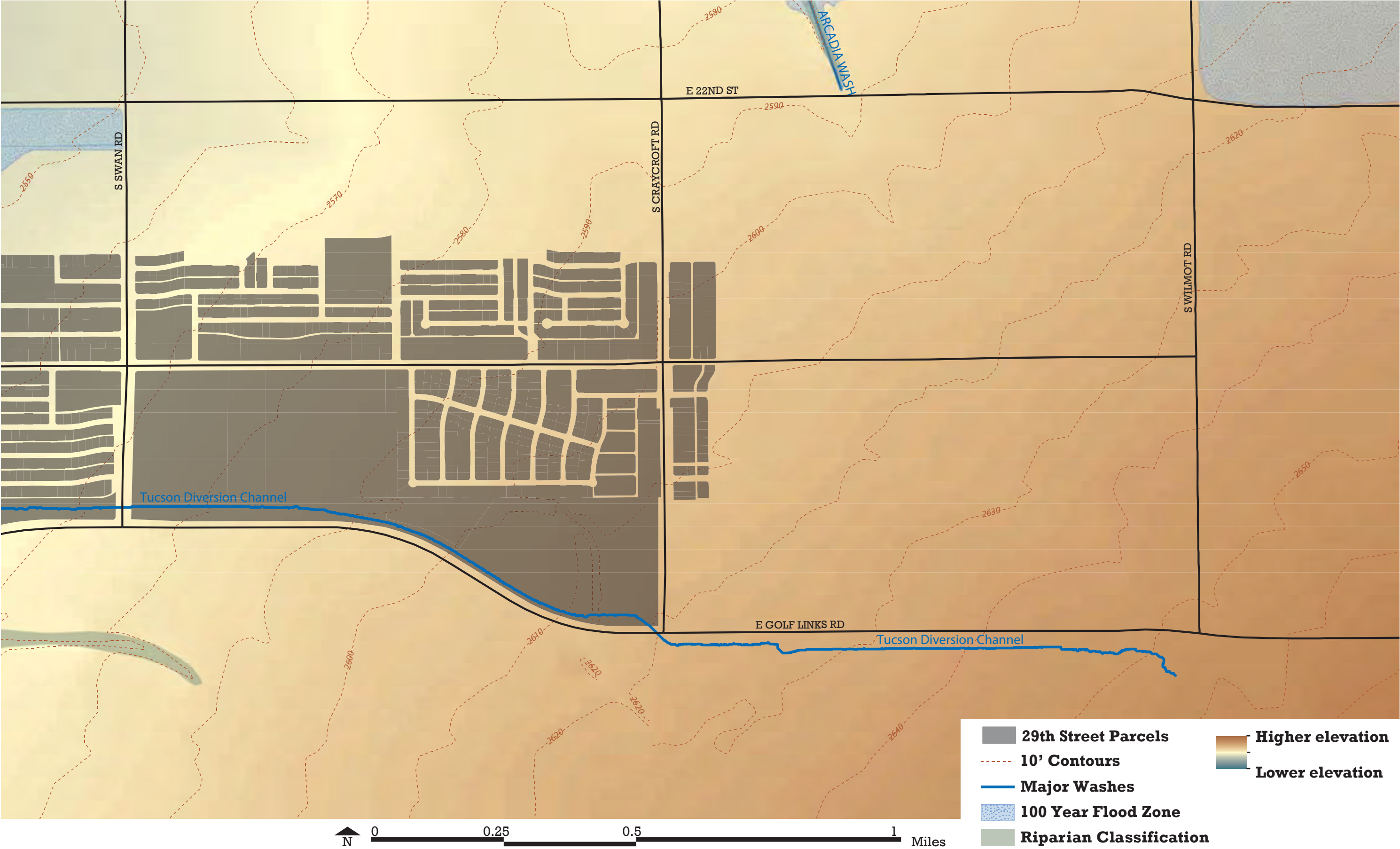
- Figure 5.11 only includes major washes with a flow greater than 2000 cubic feet per second (CFS).
- 100 year flood zone according to FEMA (Federal Emergency Management Agency).
- Riparian Habitat: Areas include various types of riparian habitat, deciduous riparian woodland, and mesquite bosques. Map does not distinguish between various types.
- Riparian Classification: Shows the location of various riparian classifications, including Hydroriparian, Mesori-parian, and Xerori-parian Classes, which are specific definitions of plant communities based on plant community structure and composition, vegetation density, and the availability of water. Map also includes the Important Riparian Area Classification (IRA). The IRA classification was developed as part of the Sonoran Desert Conservation Plan (SDCP) and is part of the Conservation Lands system. These designations are used to determine the type and amount of mitigation required when developing a mitigation plan.
- Public Retention Basin: The land areas upon which a publicly owned detention or retention basin is located.



**Figure 5.11: Hydrology and Drainage-29th Street Commercial Corridor**  
Sources: Pima County Flood Control District and Pima County GIS Library, 2012.

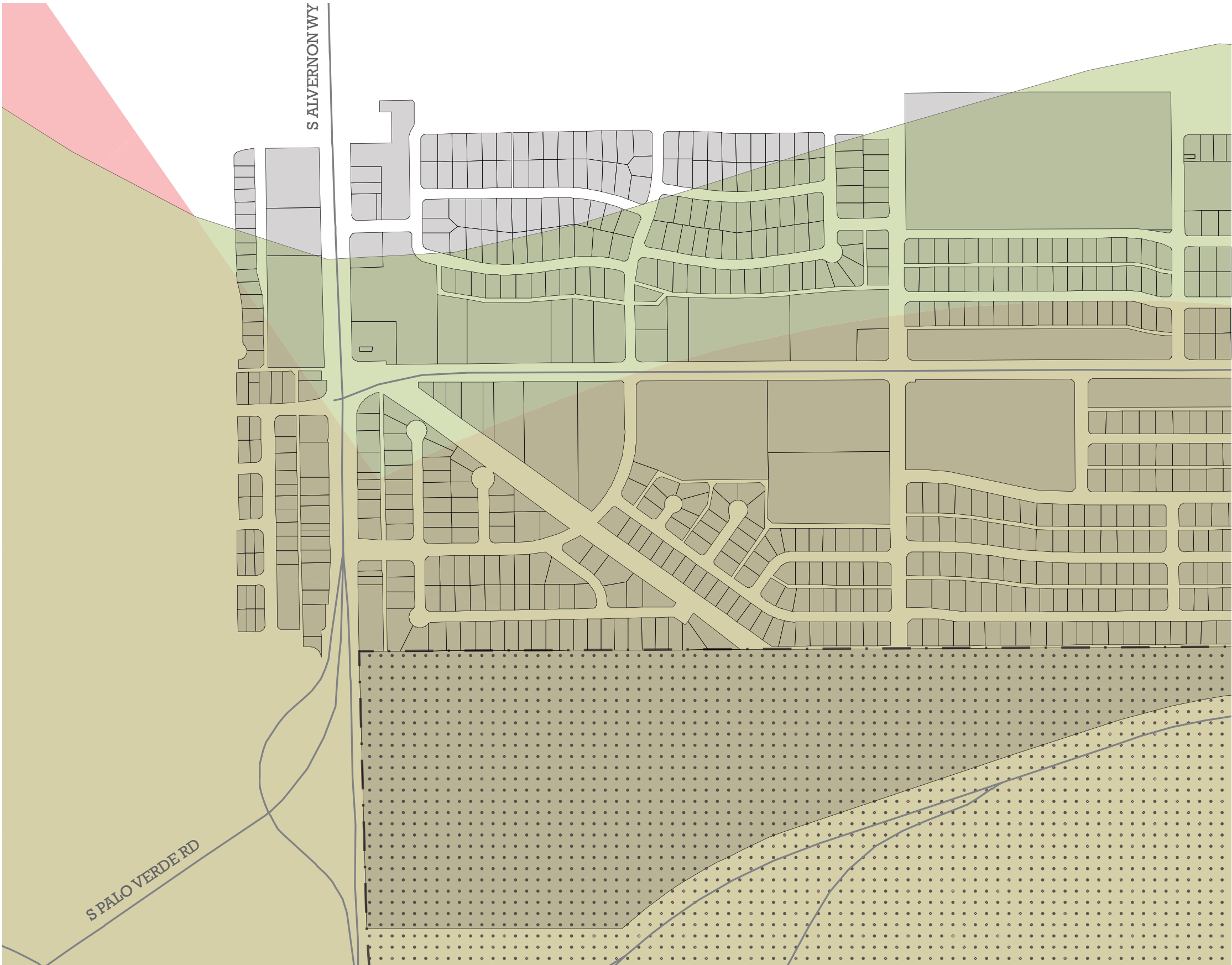
\*Source: Pima County GIS Library 2012.





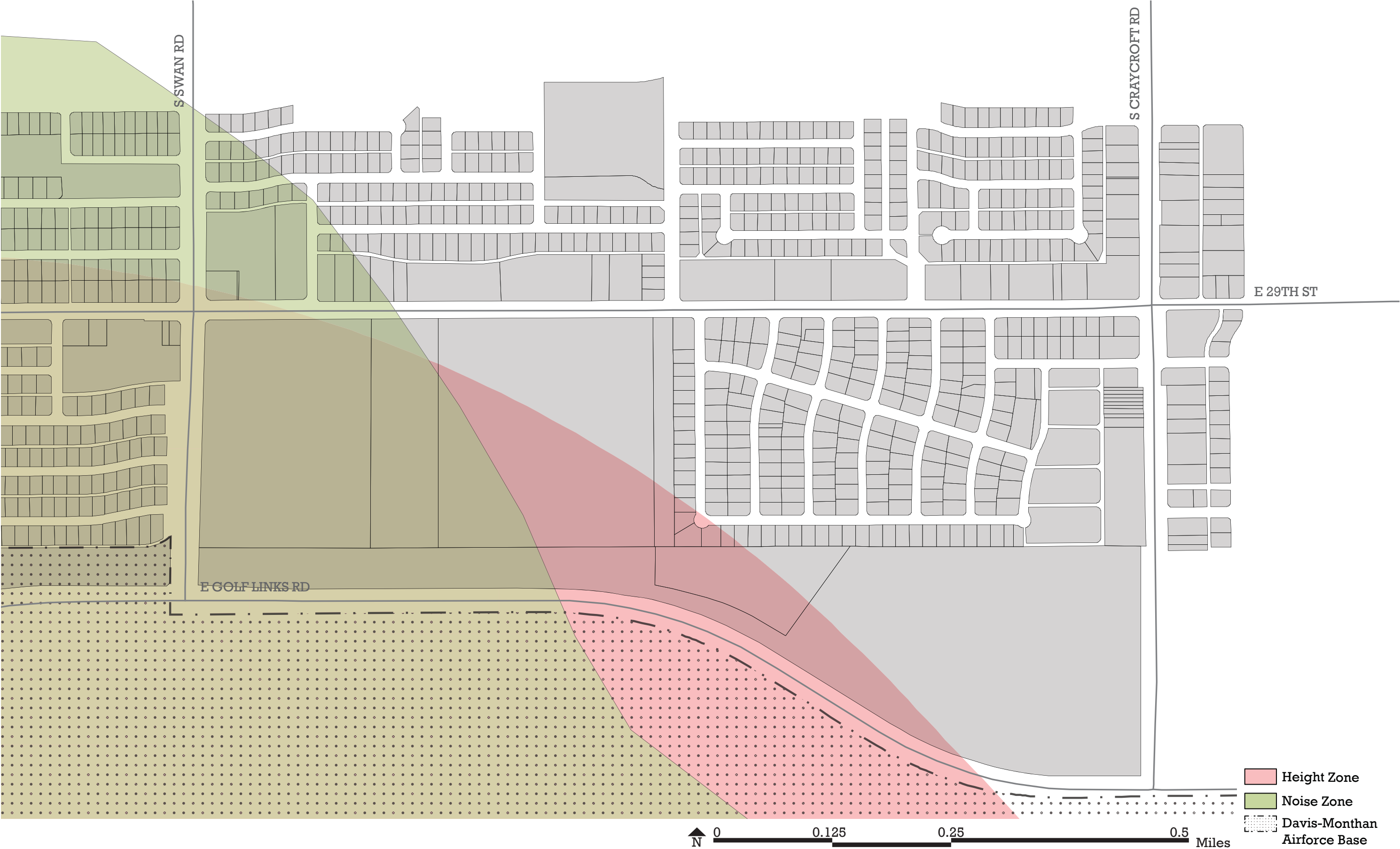
**Airport Zones**

The Davis Monthan Air Force Base is located just south of the designated 29th Street Commercial Corridor therefore some parcels are in the Airport 65 Day-Night Sound Level (Ldn) Zone and the Airport Height Overlay Zone. These zones can impact proposed and existing residential development due to limits on density, requirements for sound proofing and other structural changes, limits on structure heights, and other possible restrictions placed on development and redevelopment in the area.



**Figure 5.12: Airport Zones-29th Street Commercial Corridor**  
Source: Pima County GIS Library, 2012.





Crime Incidents

Drachman Institute compiled the number and types of all crime incidents reported from January 1-July 30, 2012, and their approximate location using the Tucson Police Department Crime Statistics Search.<sup>1</sup> Table 5.6 presents the number of each incident reported during this period on the designated 29th Street Commercial Corridor. Figure 5.13 displays the approximate location where these incidents took place.

<sup>1</sup> <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>. Database includes archived crime data through July 30, 2012.

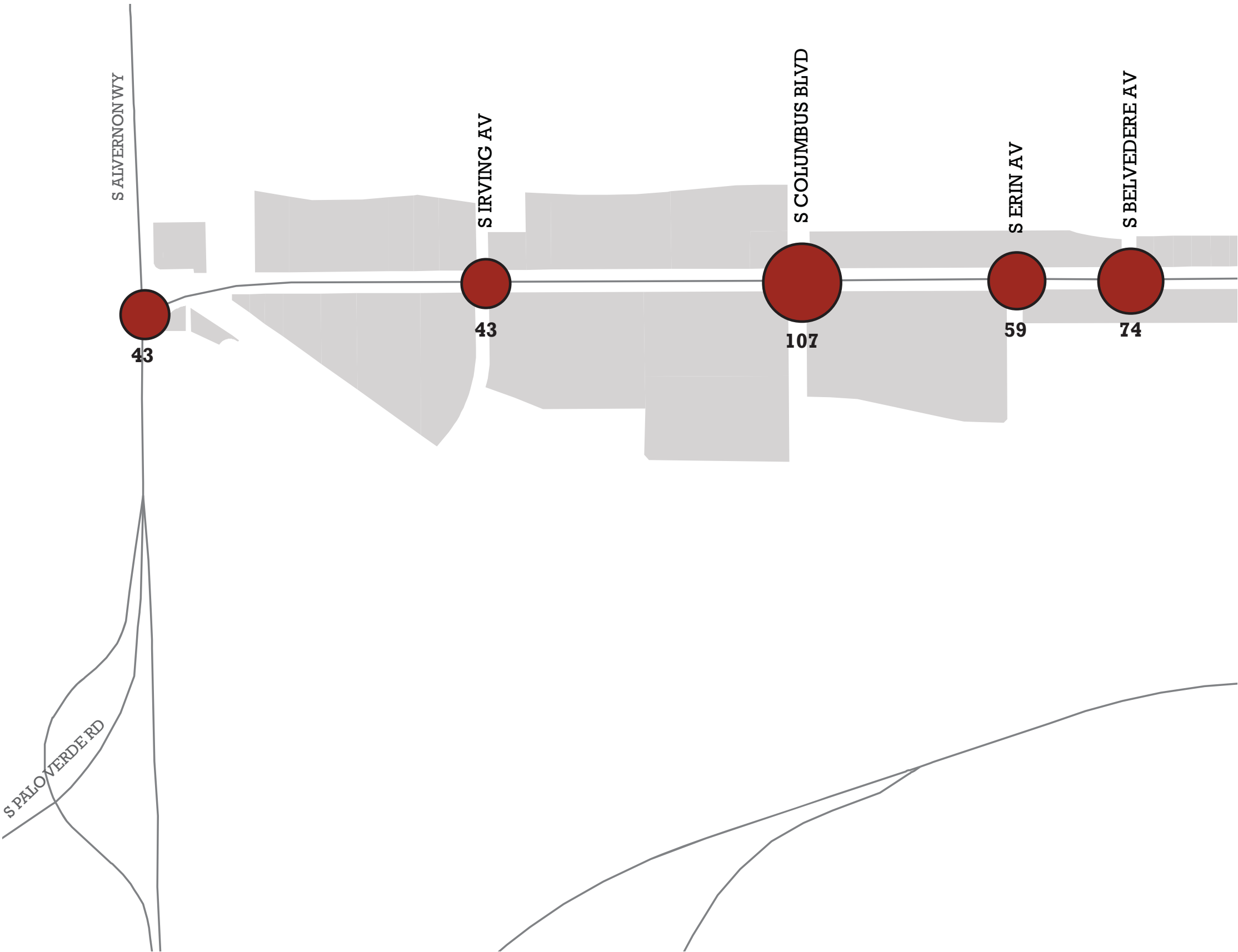
**Table 5.6: Crime Incidents: January-July 2012**  
29th Street Commercial Corridor

Crime	Number of Crimes	% of Total Crime
Aggravated Assault	17	2.2
Arson	0	0.0
Burglary	21	2.7
Criminal Damage	55	7.1
Disorderly Conduct/Public Disturbance	312	40.3
Domestic Violence/Offenses Against Family & Children	12	1.5
DUI	10	1.3
Embezzlement/Forgery/Fraud	16	2.1
Homicide	1	0.1
Larceny/Theft	39	5.0
Liquor Laws	5	0.6
Mental Cases	17	2.2
Motor Vehicle Theft	9	1.2
Narcotic Drug Laws	34	4.4
Other Assaults	100	12.9
Robbery	15	1.9
Sex Offenses	7	0.9
Suspicious Activity	102	13.2
Vagrancy	0	0.0
Weapons	3	0.4
TOTAL	775	100%

Notes:

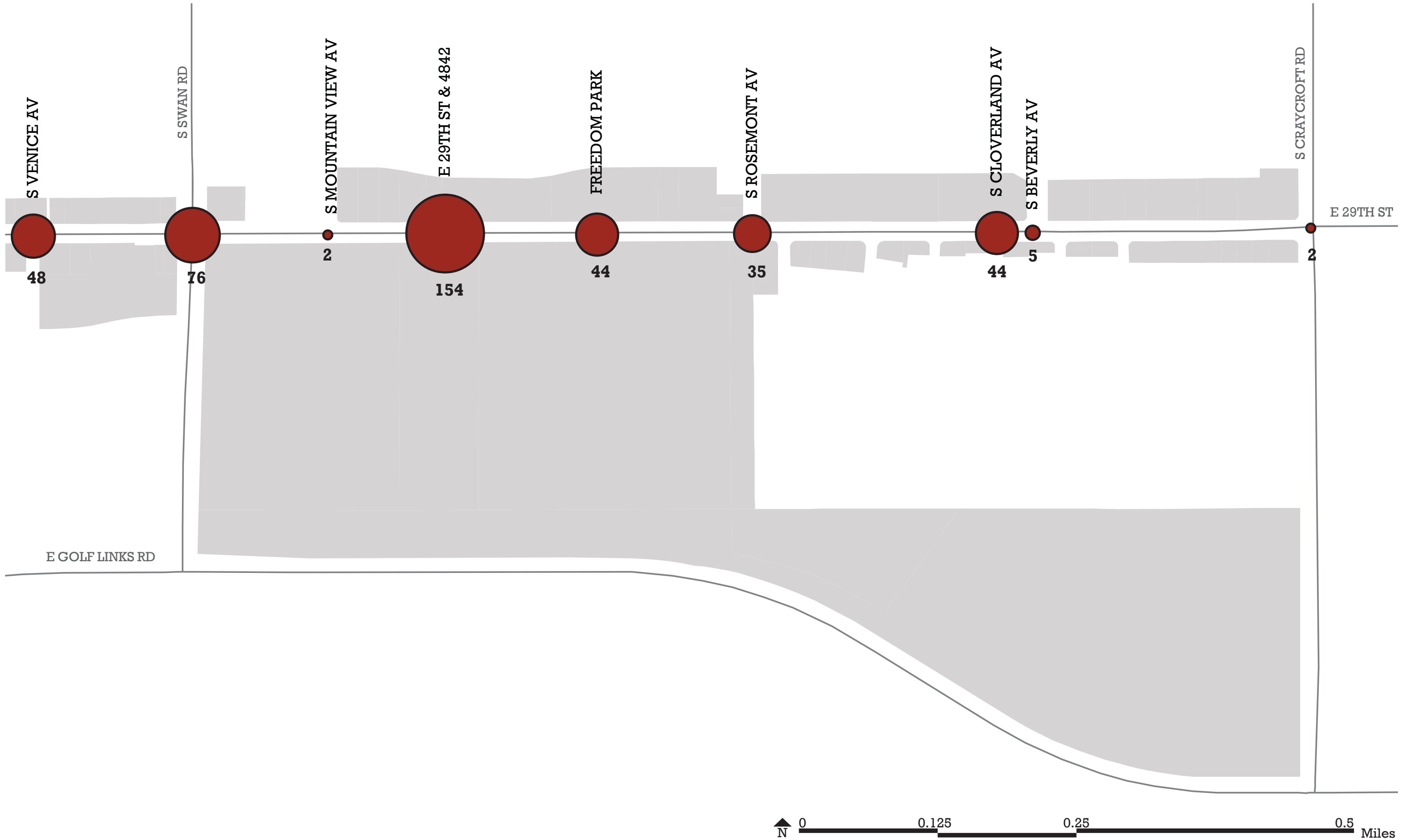
- 9 cases of shoplifting were reported on the designated corridor.
- The following crimes were not included in above table: civil matters, motor vehicle stops, assist other agency, public hazard, false alarms, unfounded, public assist/check welfare, traffic accidents, miscellaneous officer, other offenses/other misdemeanors, sick/cared for, lost property.
- Crimes reported from 1/1/2012 - 7/30/2012.

Source: Tucson Police Department, 2012. <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>



**Figure 5.13: Number and Approximate Location of Crime Incidents-29th Street Commercial Corridor**  
NOTES: Red circle indicates the approximate location of incidents reported between January 1 and July 30, 2012. The number of incidents is indicated below each circle.  
Source: Tucson Police Department, 2012.





5.29th Street

**Pedestrian**

In order to assess the pedestrian environment and pedestrian accessibility in the corridor, the Drachman windshield survey teams recorded the presence of trees in the right of way, lighting, curbs, sidewalks, and whether there is a clear accessible pedestrian path from the right-of-way to the address. Results are shown in Table 5.7 and Figure 5.14.

**Table 5.7: Pedestrian Data-**  
*29th Street Commercial Corridor*

	Number	Percentage
<b>Trees in Right-of-Way*</b>		
Yes	21	19.6%
No	86	80.4%
Total Parcels	107	100%
<b>Lighting*</b>		
Yes	97	90.7%
No	10	9.3%
Total Parcels	107	100%
<b>Curb*</b>		
Yes	104	97.2%
No	3	2.8%
Total Parcels	107	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	3	2.2%
No	136	97.8%
Total Businesses	139	100%
<b>Sidewalk**</b>		
Yes	139	100%
No	0	0.0%
Total Businesses	139	100%

\* Data is by parcel. 107 total parcels  
\*\* Data is by business property. There are 139 business properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



5. 29th Street



**Figure 5.14: Sidewalks and Street Trees- 29th Street Commercial Corridor**



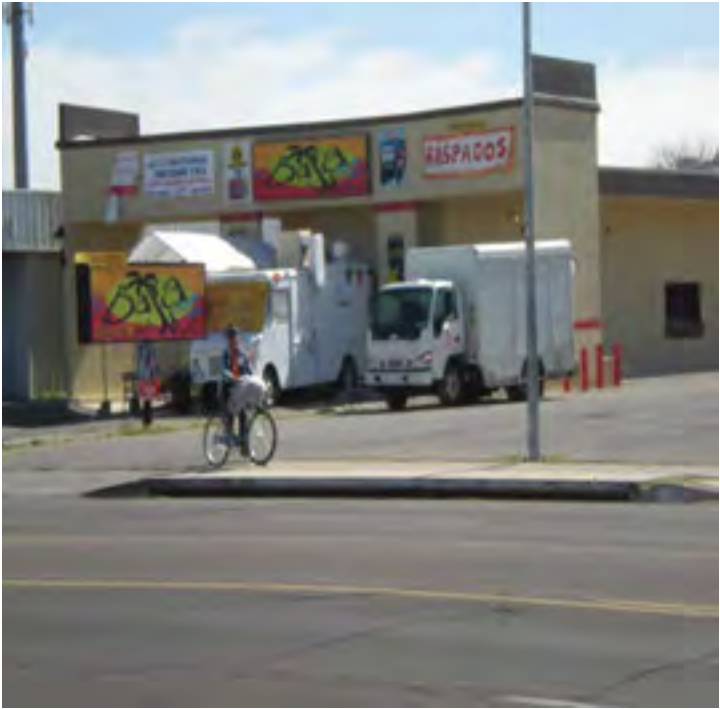


**Bicycle**  
In order to assess the accessibility of the corridor by bicycle, the Drachman windshield survey teams recorded the presence of bike lanes, bike parking, and whether there is a clear accessible path from the right-of-way to the address. Results are shown in Table 5.8 and Figure 5.15.

**Table 5.8: Bicycle Data-29th Street Commercial Corridor**

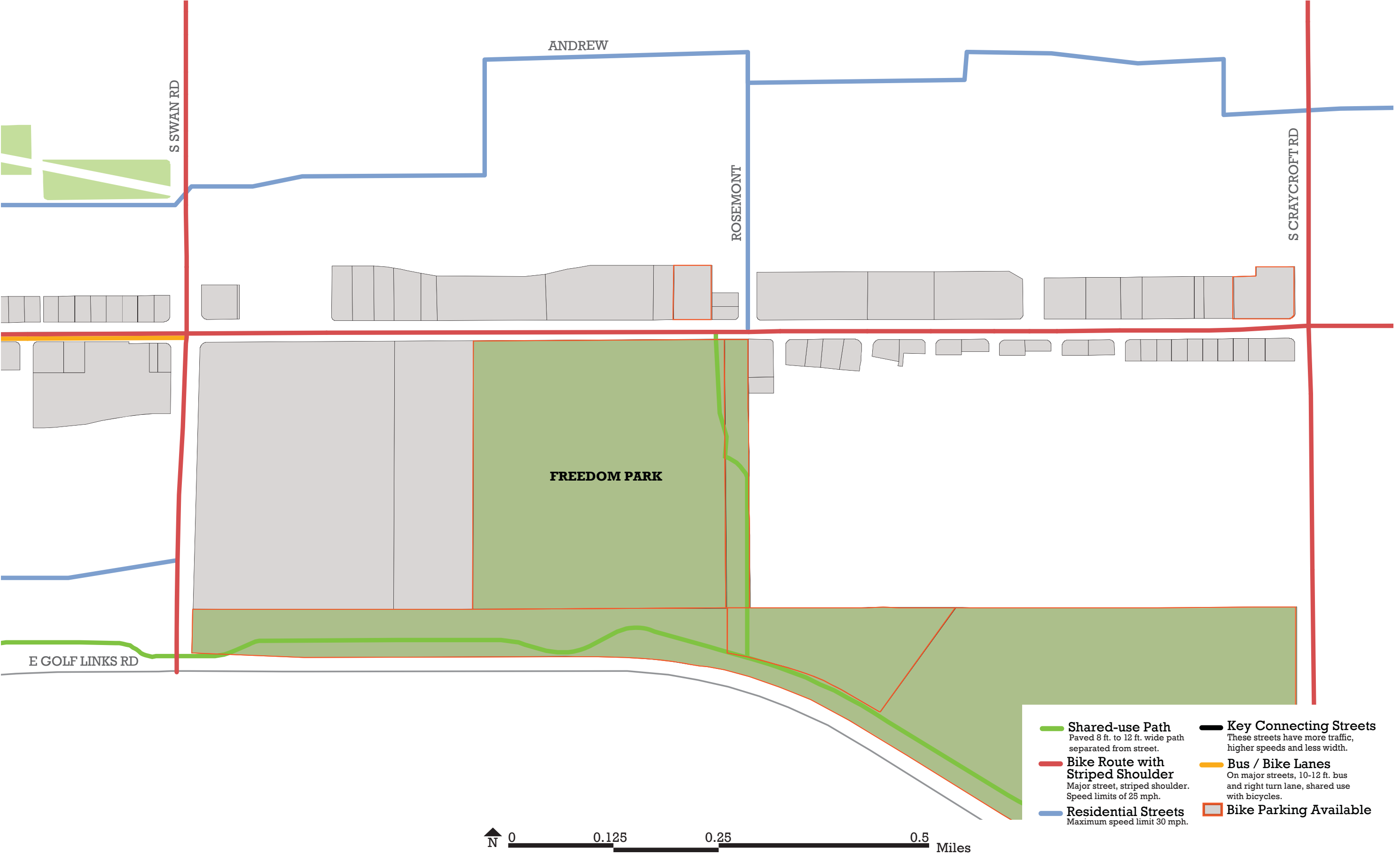
	Number	Percentage
<b>Bike Lane*</b>		
Yes	100	93.5%
No	7	6.5%
Total Parcels	107	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	1	0.7%
No	138	99.3%
Total Businesses	139	100%
<b>Bike Parking**</b>		
Yes	3	2.2%
No	136	97.8%
Total Businesses	139	100%

\* Data is by parcel. There are 107 parcels  
\*\* Data is by business property. There are 139 business properties. Data does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



**Figure 5.15: Bike Routes-29th Street Commercial Corridor**  
Source: <http://bikeped.pima.gov>.





Cars and Service Access

On the 29th Street Commercial Corridor the average traffic speed is 35 mph, with an average daily traffic count ranging from 12,113 to 31,941. Figure 5.16 shows the building footprint and parking along the corridor.

Table 5.9: Service Access Data-  
29th Street Commercial Corridor

	Number	Percentage
Loading Zone by Business		
No	28	20.1%
Yes	110	79.2%
Unable to Assess	1	0.7%
Total	139	100%
Dumpster by Business		
No	12	8.6%
Yes	124	89.2%
Unable to Assess	3	2.2%
Total	139	100%

Note: Data is by business property and does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.

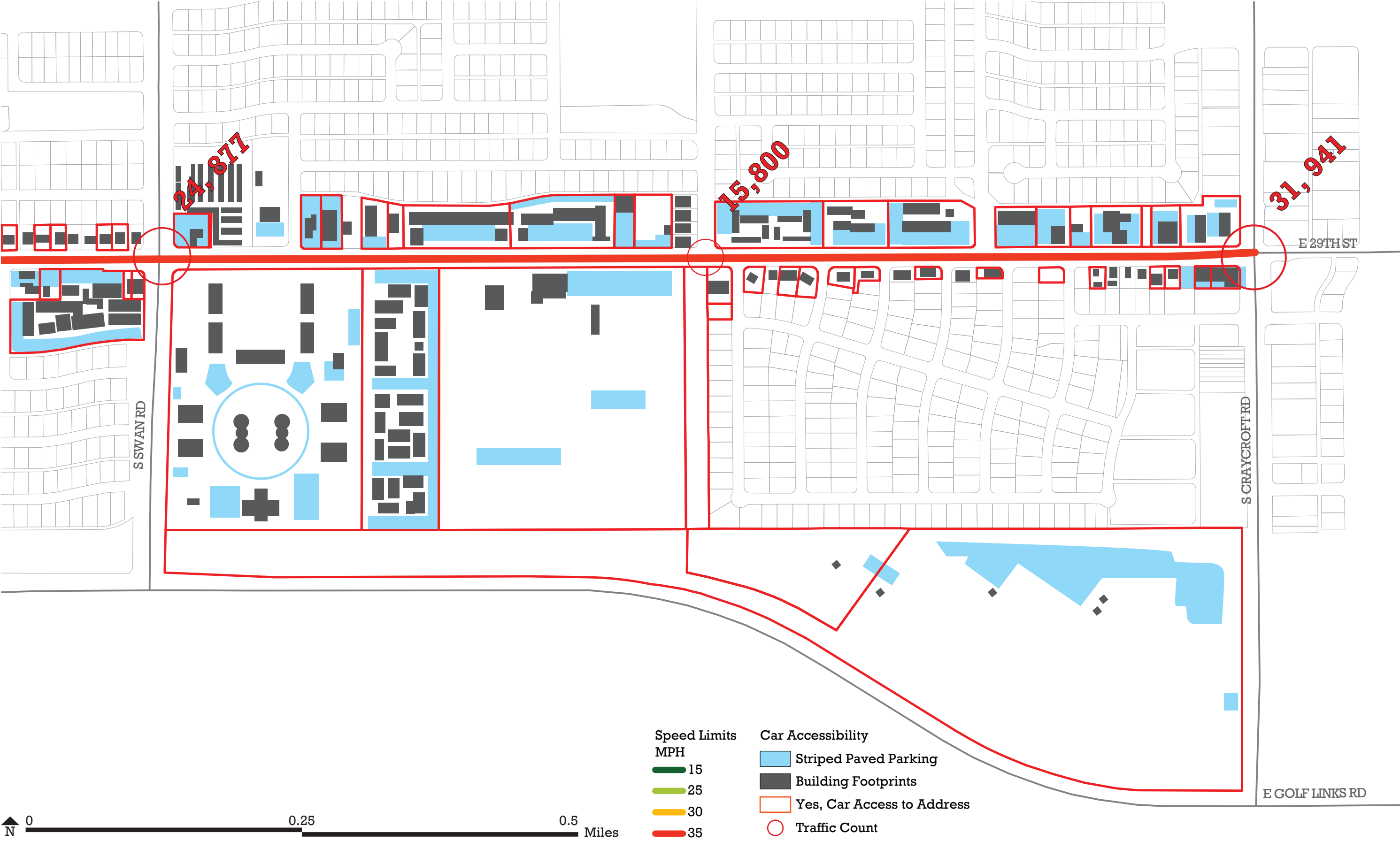


29th Street and Swan



Figure 5.16: Car and Service Access-29th Street Commercial Corridor  
Sources: Drachman windshield survey, 2012, Pima County DOT and DSD, 2012, and Pima County GIS Library.



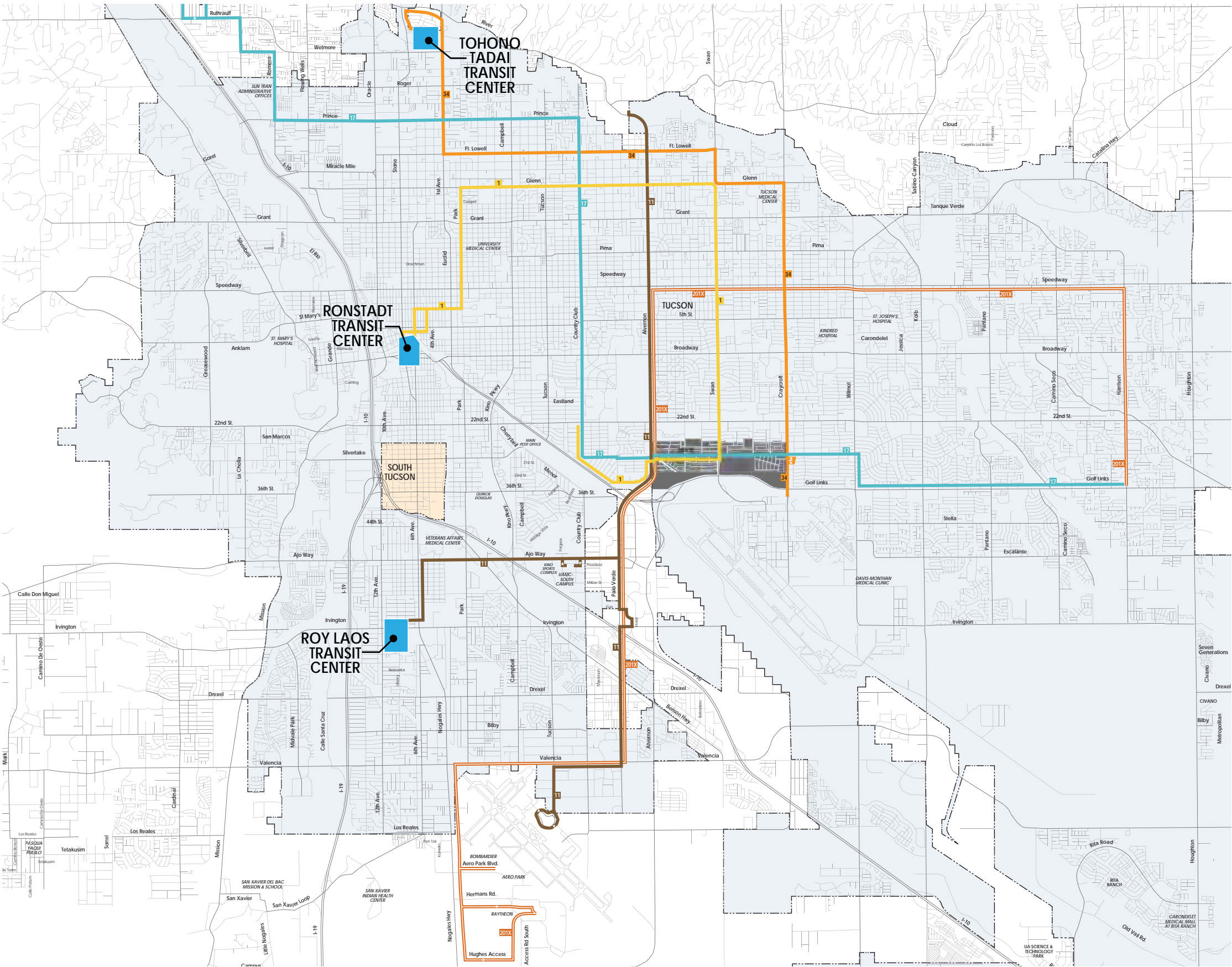


**Bus**  
The 29th Street Commercial Corridor is served by multiple Sun Tran bus routes (Table 5.11). Figure 5.17 shows corridor connectivity to the greater Tucson area. Figure 5.18 shows the location of sheltered and unsheltered bus stops along the corridor.

**Table 5.11: Bus Ridership-  
29th Street Commercial Corridor**

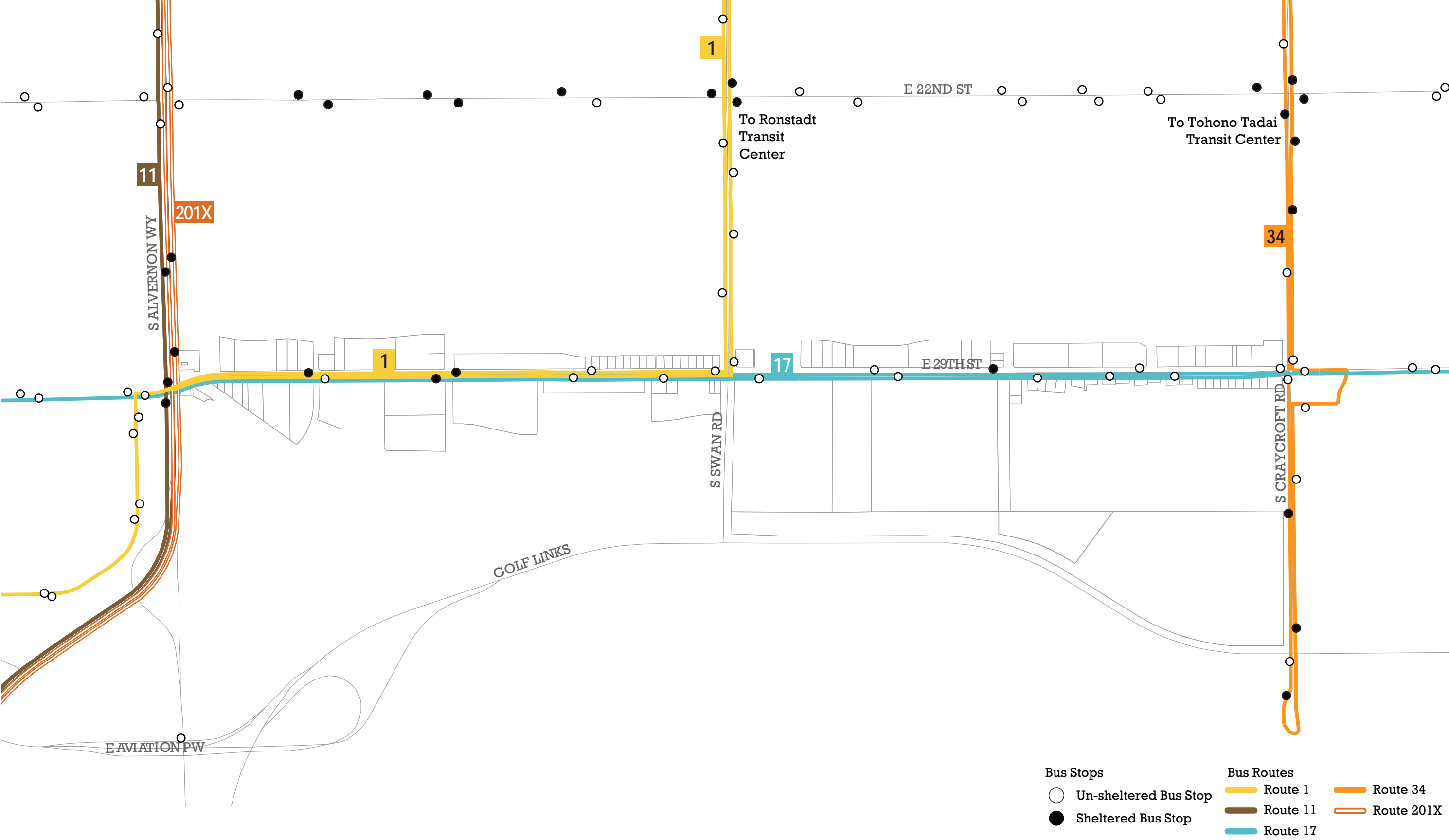
Route	City-Wide Ridership/ Month	Passengers per Hour	Ranking*
1	43,910	24.4	15
11	104,513	35.4	3
17	70,322	26.4	13
34	53,475	28.3	12
201X	1,644	9.7	35

Source: Sun Tran, 2012.  
\*Ranking is from 1-40 bus routes, with #1 having the most passengers per hour. (Data for June 2012.)



**Figure 5.17: Transit Connectivity-29th Street Commercial Corridor**  
Source: Sun Tran, 2013.



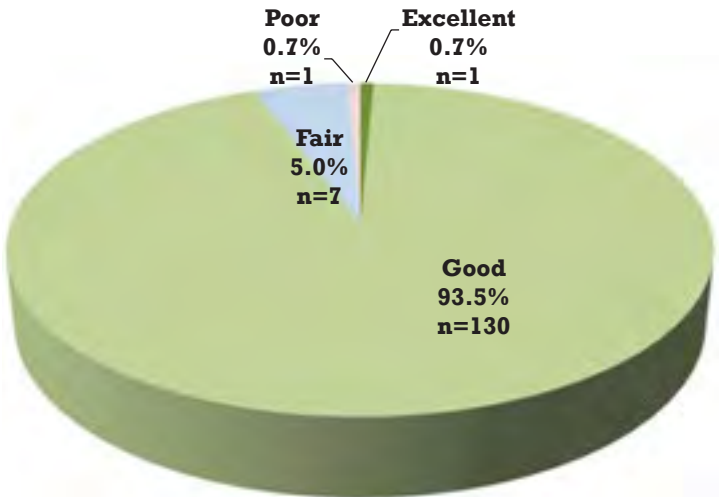


**Figure 5.18: Bus Routes-29th Street Commercial Corridor**  
Sources: Sun Tran, Pima County GIS Library and Drachman windshield survey, 2012.

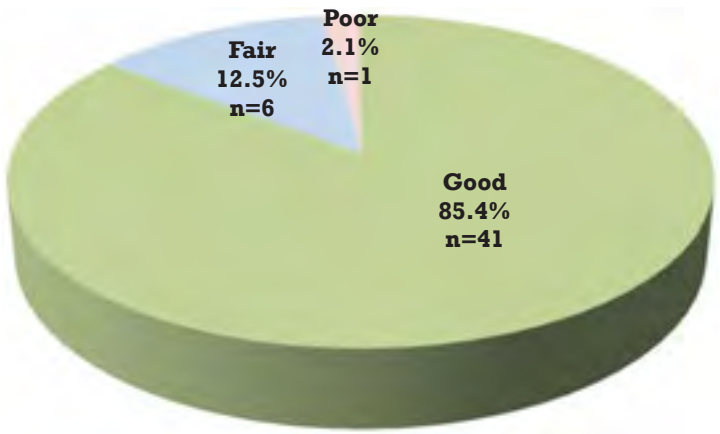
Building Conditions

The majority (93.5 percent) of business properties on the 29th Street Corridor are in ‘Good’ condition (see Figure 5.19). Approximately 5.0 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. One structure is in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

Forty-seven business properties on the corridor are vacant. Of these vacant businesses, all but one are in ‘Good’ structural condition.



**Figure 5.19: Condition of All Business Properties- 29th Street Commercial Corridor**  
*Excludes parking lots, vacant lots, residential, and parcels that were unable to be assessed*



**Figure 5.20: Condition of Residential Structures- 29th Street Commercial Corridor**



*Businesses with no landscape present.*

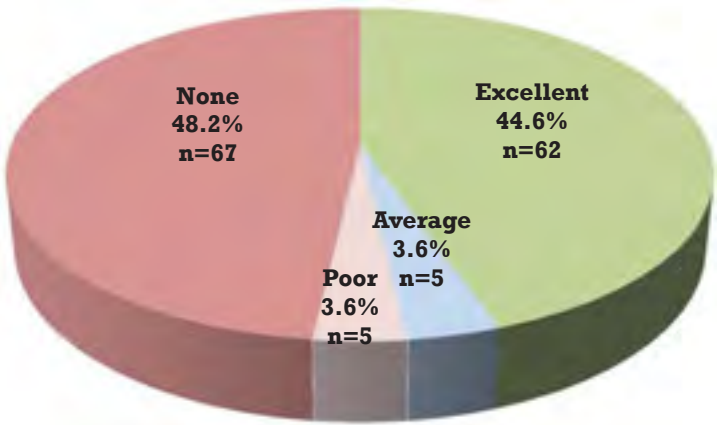


*Intentional and maintained grounds at the Community Resource Center, 29th Street and Swan Road.*

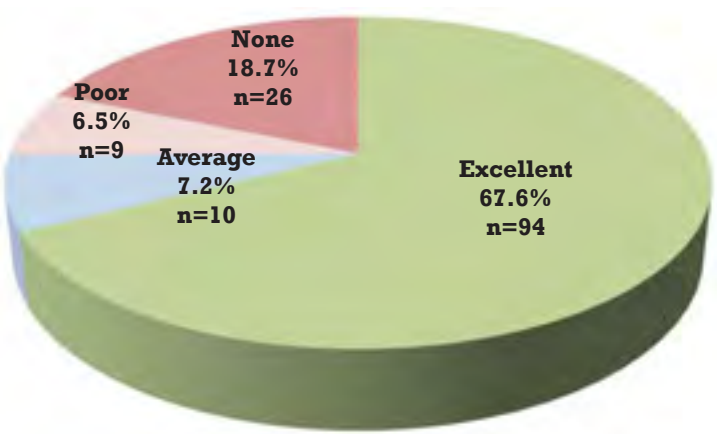
Grounds Condition

Just under half of business properties on the 29th Street Corridor do not have landscape or grounds to assess (Figure 5.21). Approximately 44.6 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the grounds condition in the right-of-way for each business (Figure 5.22). Approximately 67.6 percent of the right-of-ways are in “excellent” condition, making this a well-maintained corridor in comparison to the other corridors in this study.



**Figure 5.21: Landscape Condition of All Business Properties-29th Street Commercial Corridor**  
*Excludes parking lots, vacant lots, vacant buildings, and residential.*



**Figure 5.22: Landscape Condition of Right-Of-Way by Business Property-29th Street Commercial Corridor**

**Table 5.12: Type of Parcel Border by Business Property- 29th Street Commercial Corridor**

	Number	Percentage
Fence	24	17.3%
Wall	48	34.5%
Landscape/ Hardscape	4	2.9%
None	63	45.3%
Total	139	100%

**Table 5.13: Trees in the Right-of-Way by Business Property- 29th Street Commercial Corridor**

	Number	Percentage
Yes	12	8.6%
No	127	91.4%
Total	139	100%

**Table 5.14: Trees on Parcel by Business Property-29th Street Commercial Corridor**

	Number	Percentage
Yes	8	5.8%
No	131	94.2%
Total	139	100%

**Table 5.15: Miscellaneous Exterior Conditions by Business Property- 29th Street Commercial Corridor**

Evaluated Condition	Number*	Percentage of Total Businesses
Exterior Lighting	119	85.6%
Overhead Utilities Present	42	30.2%
Miscellaneous Signs on Parcel	48	34.5%
Litter Present	76	54.7%
Graffiti Present	70	50.4%

*\*Number indicates the number of business properties with the evaluated condition out of 139 businesses.*



Signage

The majority of existing monument and individual business signs are in good condition and do not require any repairs.



Business Signs-29th Street Commercial Corridor

Table 5.16: Condition of Individual Business Signs-29th Street Commercial Corridor

Condition	Number	Percentage
Good	78	56.1%
Average	5	3.6%
Poor	3	2.2%
None	53	38.1%
Total	139	100%

Table 5.17: Condition of Monument Signs by Business-29th Street Commercial Corridor

Condition	Number	Percentage
Good	90	64.7%
Average	12	8.6%
Poor	3	2.2%
None	34	24.5%
Total	139	100%



Billboards

Windshield survey teams also noted the existence of billboards and advertising along the designated commercial corridor. See the following examples below and to the right.



Billboards and Advertising- 29th Street Commercial Corridor



5. 29th Street



Vacancy

Vacant Business Properties

At the time of the windshield survey, 47 out of 139 business properties within the designated corridor area were identified as vacant (33.8 percent). The windshield survey teams also recorded the presence of signage indicating that a business property was for sale, for lease, or otherwise available. Based on signage, four business properties in the area were available in August 2012.

Vacant Housing Units Adjacent to the Corridor

The 2010 U.S. Census provides data on all vacant housing units in an area including those for rent or for sale, those vacant properties that are vacant due to seasonal, recreational, or occasional use, and “other vacant” which may be recent foreclosures or units that owners or renters have walked away from (see Table 5.18). According to census data for one-quarter mile on either side of 29th Street within the designated area, the total housing vacancy rate is 16.2 percent.

Vacant Lots and Parking

Drachman Institute identified two out of 107 parcels (1.9 percent) on the 29th Street Commercial Corridor as vacant (see Figure 5.23).

An additional five out of 107 parcels (4.7 percent) are identified as surface parking lots (see Figure 5.23).

Table 5.18: Housing Units by Vacancy Status- 29th Street Commercial Corridor

Vacant Units	Units	Percent
For Rent	414	13.8%
Rented, not occupied	5	0.2%
For Sale	18	0.6%
Sold, not occupied	1	0.0%
Other Vacant*	43	1.4%
For seasonal/ recreational/ occasional use	5	0.2%
For Migrant Workers	0	0.0%
Total Vacant Units	486	16.2%
Total Housing Units	2992	100%

Data for one-quarter mile on either side of designated area on 29th Street. Source: U.S. Census 2010 Summary File 1 (ESRI).  
\*Includes recent foreclosures or units that owners have walked away from.



One-third of the business properties are vacant on the 29th Street Corridor.



A vacant parcel on 29th Street

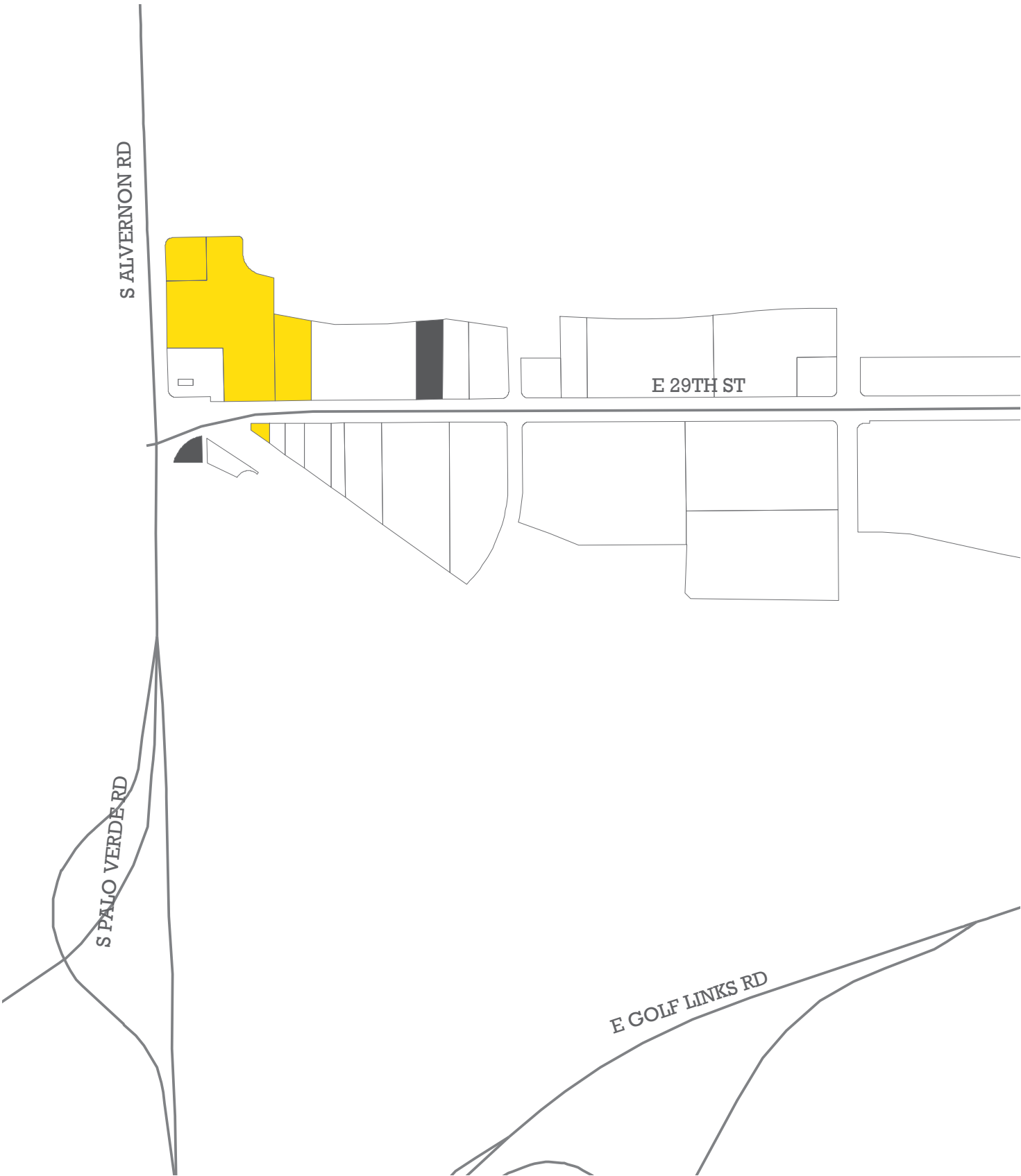
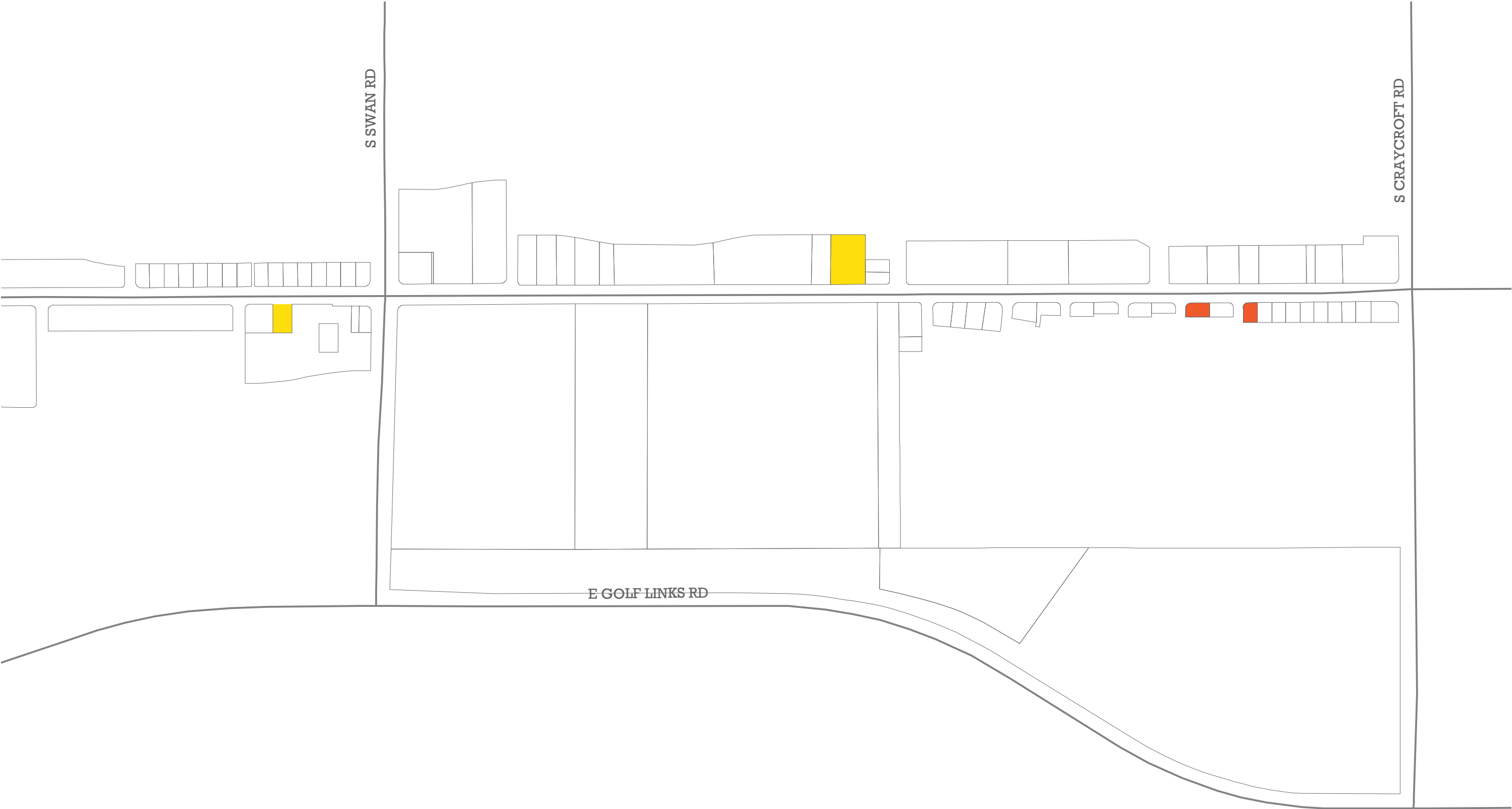


Figure 5.23: Parking Lots, Vacant Business Properties, and Vacant Parcels-29th Street Commercial Corridor. Source: Drachman windshield survey, 2012.





- Vacant Lot
- Surface Parking
- One or More Vacant Buildings/Spaces

5. 29th Street

## Commercial Corridor Summary

### Location and Surrounding Neighborhoods

The designated 29th Street Commercial Corridor is located in the northeast corner of the NSP2 target area and extends from South Alvernon Way (west) to N. Craycroft Road (east). Surrounding neighborhoods include Myers, Naylor, Alvernon Heights, and Roberts Neighborhoods.

### Demographics and Housing Characteristics

There are approximately 7,037 residents living in the half-mile area along the designated 29th Street Corridor (one-quarter mile on each side of the corridor). The area is predominantly Hispanic (52.1 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as Black or African American (10.7 percent compared to 5.0 percent in the City of Tucson). Residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson.

There are approximately 2,992 housing units in the half-mile area, 2,506 which are occupied. Of these occupied units, 33.1 percent are owner-occupied.

### Zoning and Land Use

The majority of parcels on the corridor are zoned for C-2 “general and intensive” commercial uses. This allows for uses such as retail commercial with wholesale, nightclubs, bars, automotive activities, and amusement enterprises. Approximately 34 out of 107 parcels on the 29th Street Commercial Corridor are dedicated to commercial uses (31.8 percent).

### Density

The 29th Street Commercial Corridor has a population density per square mile that ranges from approximately zero to 25,486.

### Ownership

According to Pima County Assessor’s records more than 60 percent of parcels are owned by multiple owners.

### Crime

The City of Tucson Police Department responded to approximately 775 incidents between January 1 and July 30, 2012 on the 29th Street Commercial Corridor.

### Accessibility

In terms of the pedestrian environment, the 29th Street Commercial Corridor has curbs and continuous sidewalks and is well-lit at night, but is lacking in shade for daytime walking. More than 80 percent of parcels do not have trees in the right of way.

For bicyclists, there is a bike route with a striped shoulder along 29th Street, but riders must be comfortable with high traffic volume. Most businesses (97.8 percent) do not offer bike parking.

The corridor caters to automobile access, with daily traffic volume ranging from 12,113 to 31,941. Only 3.6 percent of businesses do not have some form of automobile parking available.

The designated corridor is served by several bus routes and offers sheltered and unsheltered bus stops.

### Building Conditions and Grounds Conditions

The majority (93.5 percent) of business properties on the 29th Street Corridor are in ‘Good’ condition. Approximately 5.0 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. One structure is in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

Just under half of business properties on the 29th Street Corridor do not have landscape or grounds to assess. Approximately 44.6 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

### Vacancy

At the time of the windshield survey, 47 out of 139 business properties within the designated corridor area were identified as vacant (33.8 percent).

According to census data for one-quarter mile on either side of 29th Street within the designated area, the total housing vacancy rate is 16.2 percent.



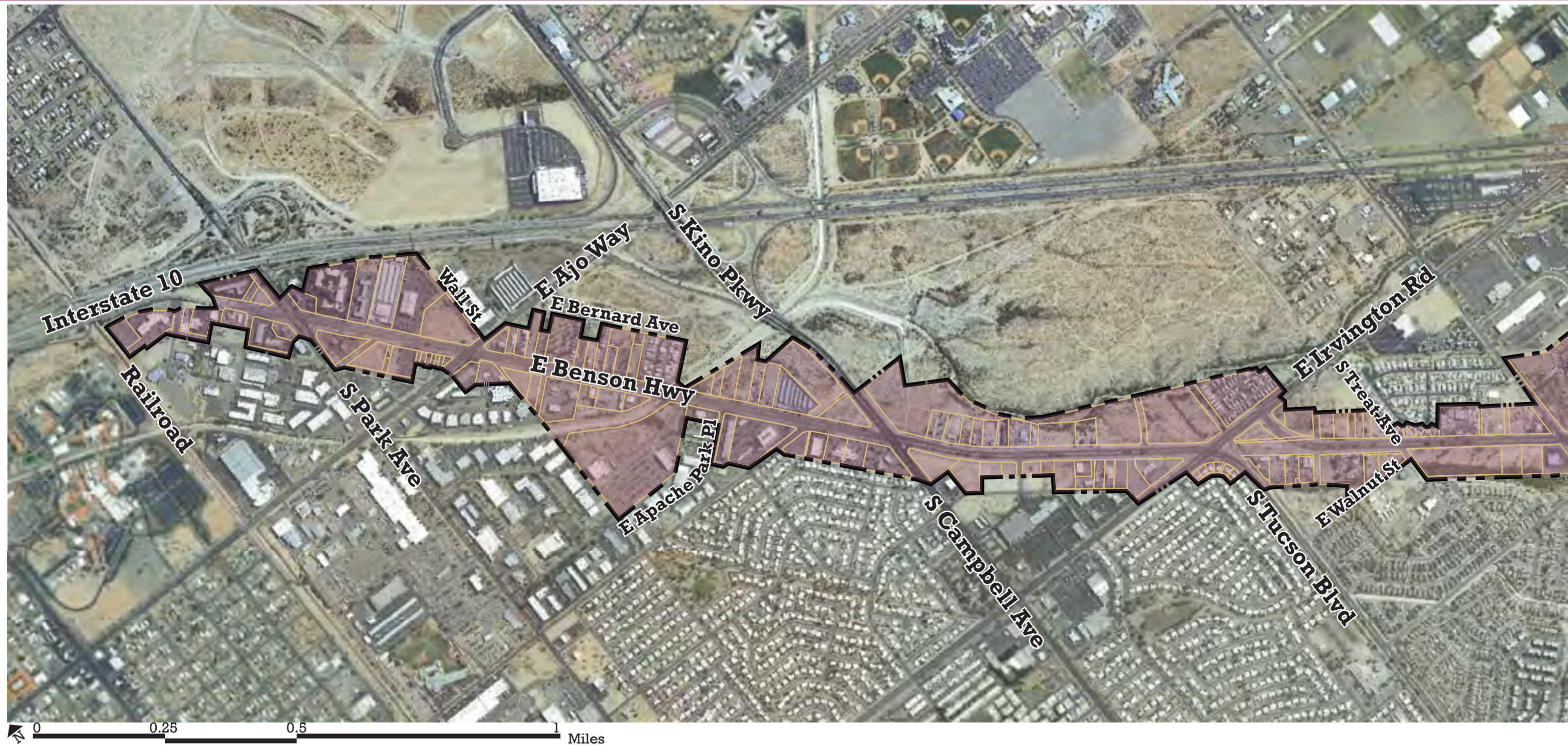
Pedestrian Overpass-29th Street Commercial Corridor



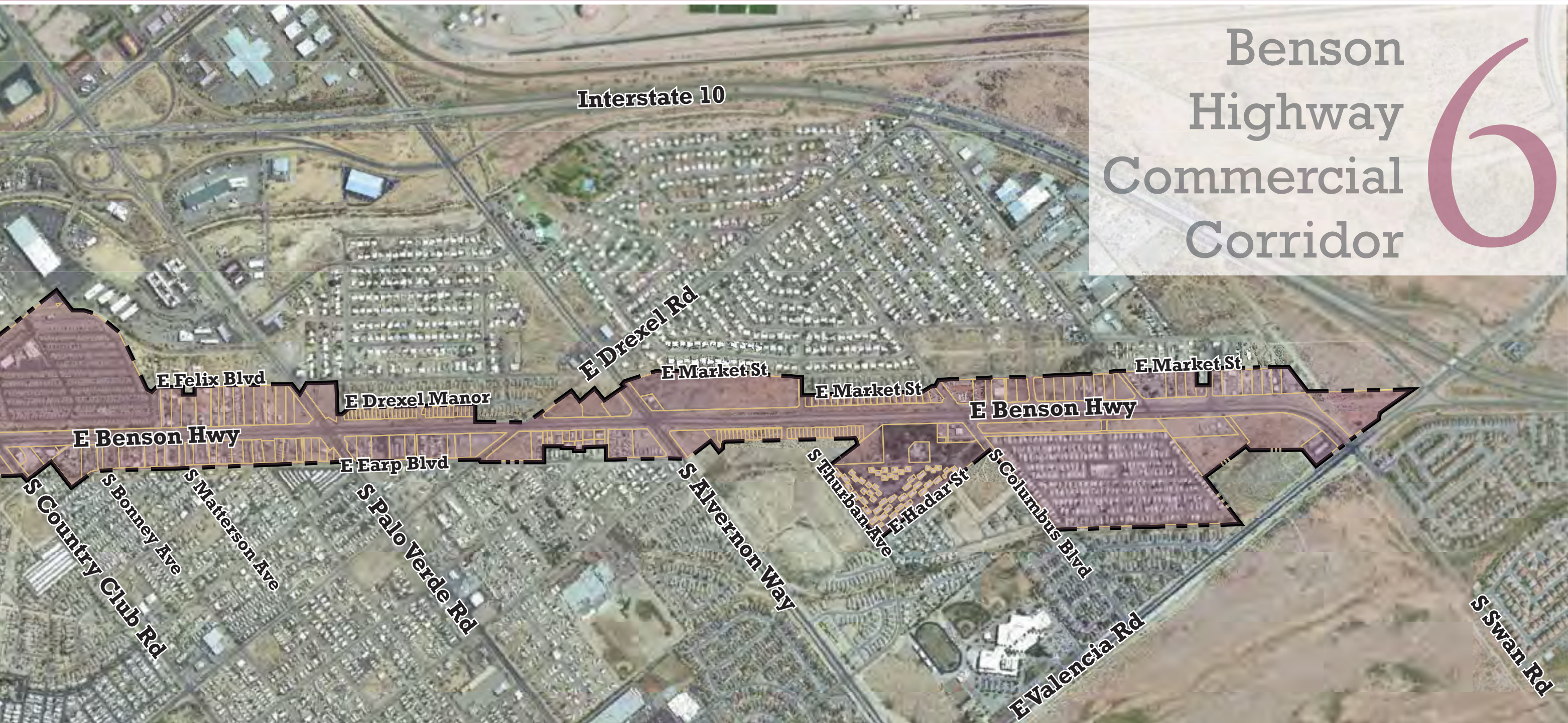












# Benson Highway Commercial Corridor

# 6

6. Benson Highway

Commercial Corridor Introduction	118	Airport Zones	136
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The designated Benson Highway Commercial Corridor extends from Interstate 10 (north) to East Valencia Road (south). The corridor is approximately 5.25 miles long (see Figure 6.1).

A photograph of a paved road with a sidewalk, trees, and a cloudy sky. The road is dark asphalt with a white line. The sidewalk is light-colored concrete. There are several trees, including a large one in the center and some smaller ones on the right. A red car is visible in the distance. The sky is blue with white clouds. A tall pole is on the right side of the road.

[illegible]118 *Pima County NSP2 Commercial Corridor Profile Volume IV*





**Neighborhoods**  
Sections of the Benson Highway Commercial Corridor lie within the boundaries of established neighborhoods. These neighborhoods include Mortimore Neighborhood to the north and Bravo Park Lane and Cherry Avenue Neighborhoods to the south (see Figure 6.2).



**Figure 6.2: Surrounding Neighborhoods-Benson Highway Commercial Corridor**  
Part of the commercial corridor lies within Mortimore, Bravo Park Lane, and Cherry Avenue Neighborhoods.

Palms Trailer Court on Benson Highway

6. Benson Highway

Demographics and Housing Characteristics

Statistics are provided for a half-mile area (one-quarter mile on each side of the corridor) (see Figure 6.3).

The latest U.S. Census data for the half-mile area are provided by the Environmental Systems Research

Institute (ESRI), Community Analyst Data Service.<sup>1</sup> Statistics are from the 2010 U.S. Census unless otherwise noted.

<sup>1</sup> <http://communityanalyst.esri.com/cao>.



**Figure 6.3: Demographic Data Collection Area-Benson Highway Commercial Corridor**  
Demographic and housing data obtained for the half-mile area (quarter mile on each side) of the Benson Highway Commercial Corridor.

- 1/2 Mile Area
- Commercial
- Residential
- Other



Demographics

Table 6.1: Demographics-Benson Highway Commercial Corridor Half-Mile Area

	Benson Highway Commercial Corridor	Tucson	Pima County
Total Population	18,134	520,116	980,263
Total Households	5,738	205,390	388,660
Median Age	28.4	33.1	37.6
Percent Under 18	33.3%	23.3%	23.0%
Percent Over 65	6.5%	11.9%	15.4%
Median Household Income	\$27,163	\$35,499	\$42,138
Percent Hispanic	75.2%	41.6%	34.6%
Percent High School Graduate or Higher	70.5%	83.1%	86.3%
Percent Bachelor's Degree or Higher	7.5%	24.8%	29.0%
Percent in Poverty	25.1%	17.8%	13.7%

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of education and poverty, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

Housing Characteristics

Table 6.2: Housing Characteristics-Benson Highway Commercial Corridor Half-Mile Area

	Benson Highway Commercial Corridor	Tucson	Pima County
Median Home Values (owner-occupied units)	\$120,978	\$169,900	\$196,900
Median Year Householder Moved into Unit	2003	2003	2002
Percent Owner-Occupied	59.9%	51.9%	64.1%
Average Household Size	3.16	2.43	2.46
Single-Family Units	48.8%	59.5%	66.0%
Percent Vacant Housing Units	10.0%	10.6%	11.9%
Total Number of Housing Units	6,379	229,762	440,909

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of median home values, year householder moved into unit, and single-family units, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

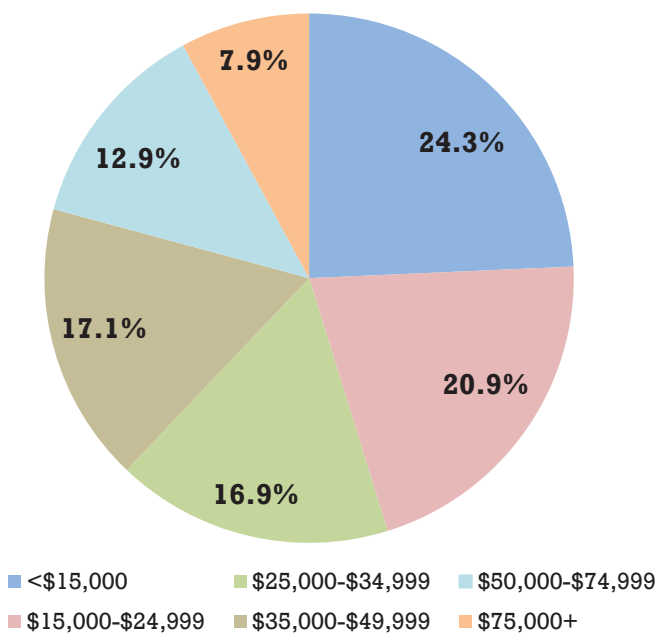


Figure 6.4: Household Income-Benson Highway Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 18,134 residents living in the half-mile area along the Benson Highway Corridor (one-quarter mile on each side of the corridor). Compared to the City of Tucson and Pima County, residents are young with a median age of 28.4. In fact, one-third of residents are under the age of eighteen (see Table 6.1).

In terms of ethnicity, the area is largely Hispanic (75.2 percent compared to 41.6 percent in the City of Tucson).

Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. Approximately one-quarter of area households earned less than \$15,000 in 2010 (Figure 6.4).

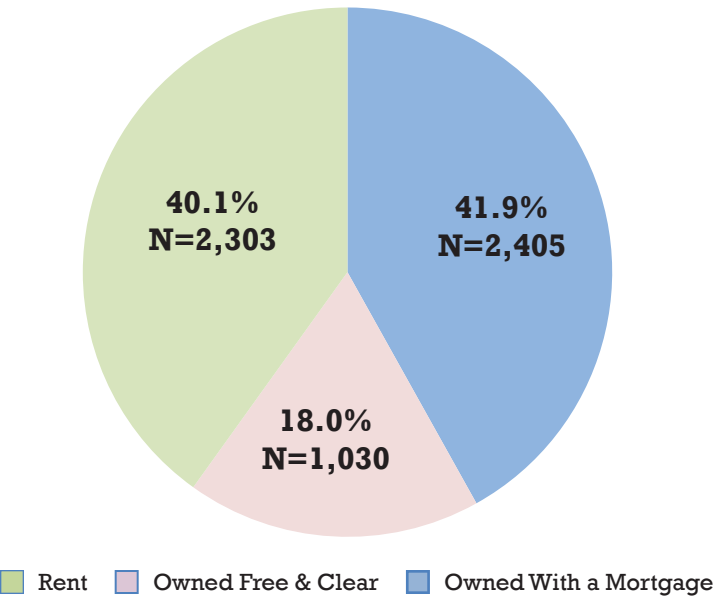


Figure 6.5: Households by Tenure and Mortgage Status-Benson Highway Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 6,379 housing units in the half-mile area, 5,738 which are occupied. Of these occupied units, 59.9 percent are owner-occupied. This is lower than the owner-occupied rate for Pima County (64.1 percent) but higher than the rate for the City of Tucson (51.9 percent) (see Table 6.2). A small proportion of households (18.0 percent) own their home without a mortgage (Figure 6.5).

The median home values of all owner-occupied units is significantly lower than the city and county. The median home value in the area within one-quarter mile of the corridor is \$120,978, compared to \$169,900 in the City of Tucson and \$196,900 in Pima County.

**Zoning**  
Along the Benson Highway Commercial Corridor, parcels are zoned for commercial uses as well as mobile homes and other residential (see Figure 6.6 and Table 6.3).

**Table 6.3: Zoning Classifications-City of Tucson/Pima County**

MH-1 MH-2 CMH-1	Mobile Home: Mobile home, mobile home parks, or mobile home subdivisions.
C-2 C-3 CB-2	General and Intensive Commercial: Retail commercial with wholesale; nightclubs, bars, amusement enterprises. Full range of automotive activities. Limited manufacturing permitted.
O-3	Office: Professional and semiprofessional office, high density residential developments, limited research and development uses.
I-1 CI-1	Light Industrial: Commercial, industrial, and manufacturing uses.
R-1 R-2	Single Family and Medium Density Residential.
MU	Multiple Use: A mixed use zone permitting low to medium density residential development and various commercial activities.



**Figure 6.6: Zoning-Benson Highway Commercial Corridor**





6. Benson Highway

Land Use and Service Area

Land Use and Service Area

Approximately 81 parcels on the Benson Highway Commercial Corridor are dedicated to commercial uses (24.2 percent).

Because some parcels contain multiple businesses, Table 6.4 below shows the breakdown of business types and other uses along the corridor.

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the region).

On the designated corridor, 58 businesses are identified as having a local service area, 19 businesses are identified as having a metropolitan service area, and 24 businesses are identified as having a regional service area.

Table 6.4: Detailed Land Use Data- Benson Highway Commercial Corridor

Land Use	Number	Percentage
Auto Related	20	6.2%
Bank and Cash Services	1	0.3%
Beauty Services	2	0.6%
Education	2	0.6%
General Merchant	18	5.5%
Government	4	1.2%
Grocery/Market/ Convenience Stores	8	2.5%
Health Related	5	1.5%
Hotel	20	6.2%
Office	2	0.6%
Parking	4	1.2%
Religious	1	0.3%
Residential	107	32.9%
Restaurants/Fast Food	2	0.6%
Transportation Related	2	0.6%
Vacant Lot	103	31.7%
Vacant Business	8	2.5%
Other*	16	4.9%
Total	325	100.0%

\*Includes storage, social services, and other uses not classified.

Source: Drachman windshield survey, 2012.



Figure 6.7: Land Use-Benson Highway Commercial Corridor  
Examples of “institutional” land use include: soup kitchen, church, Masonic Lodge, and private schools. Source: Drachman windshield survey, 2012

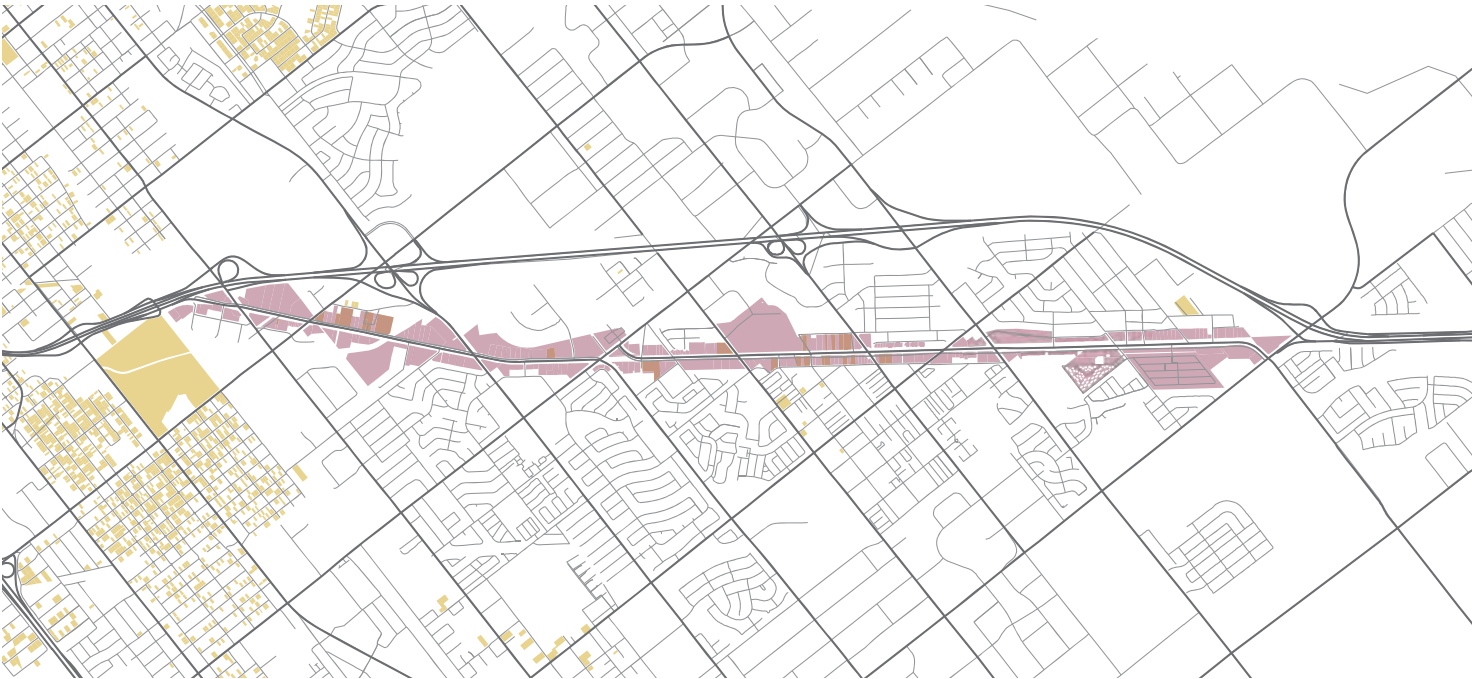




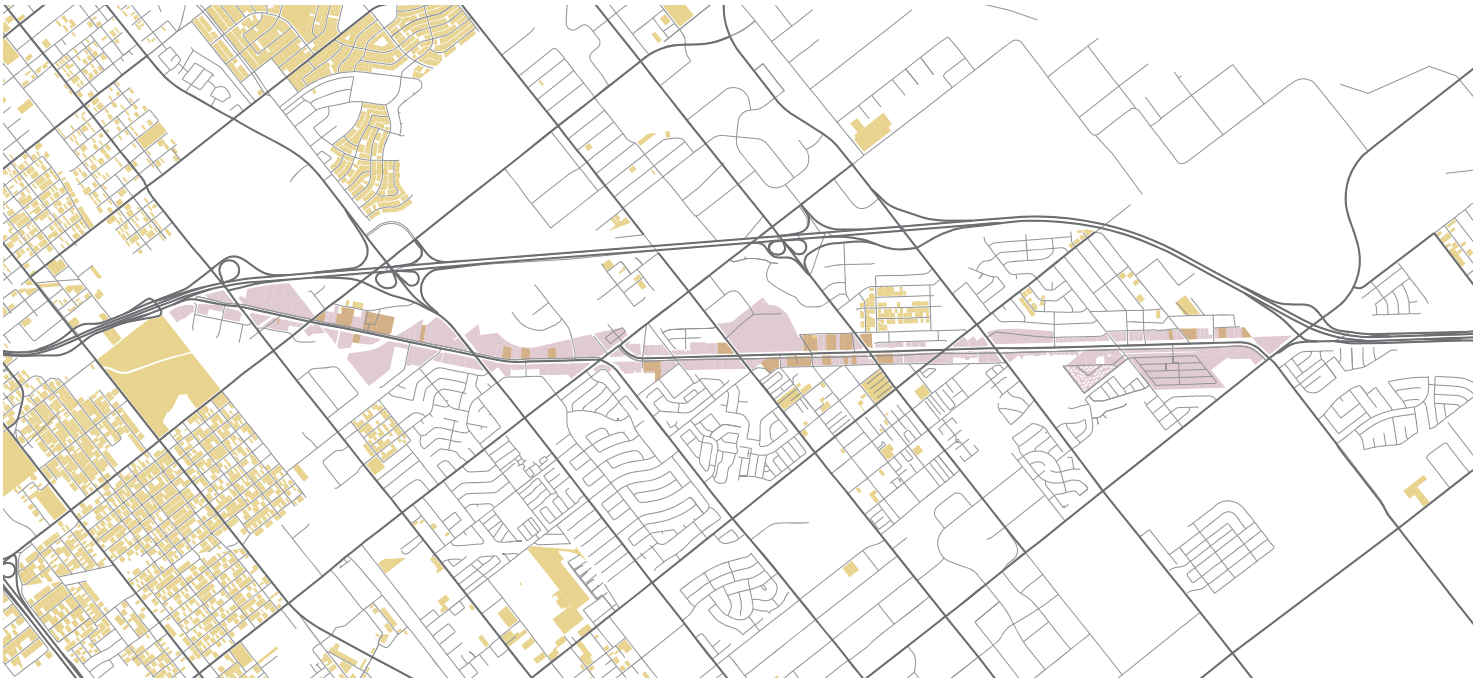
Development Patterns

A series of maps in Figure 6.8 shows the surrounding development over time.

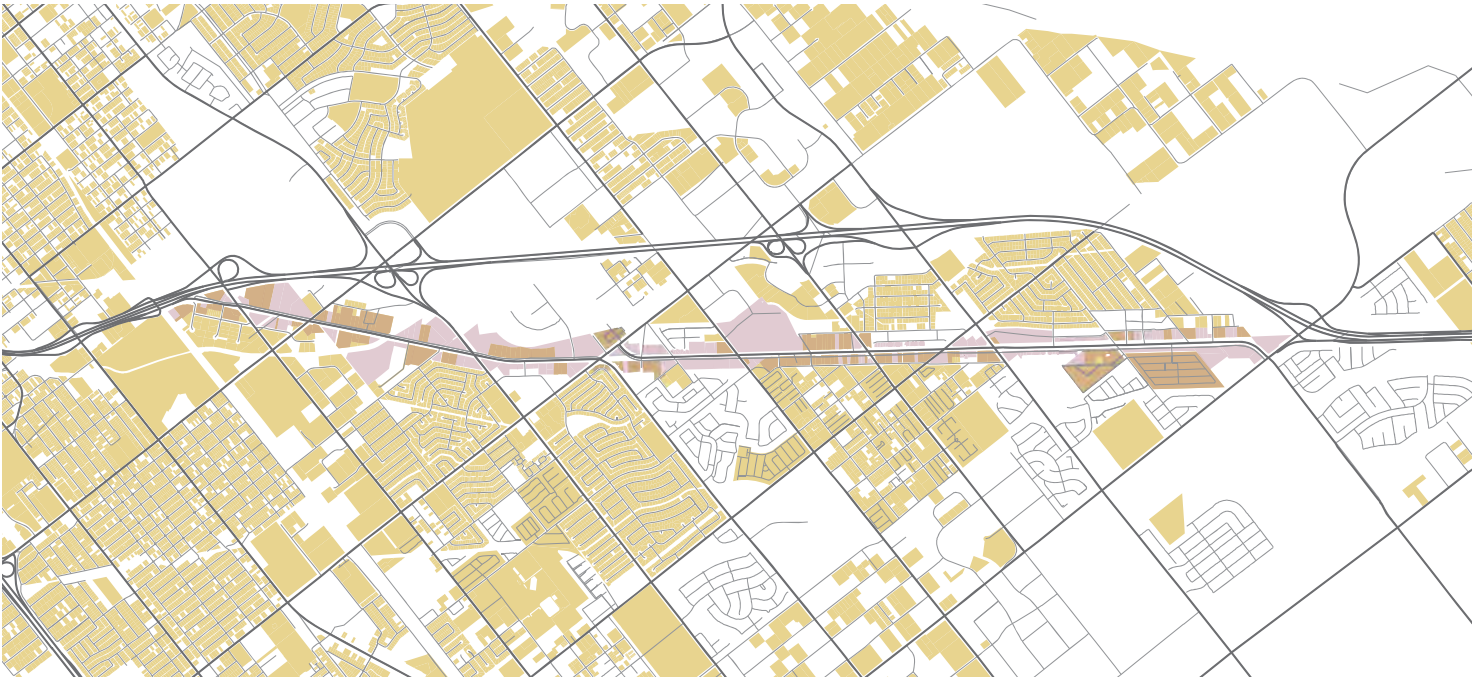
6. Benson Highway



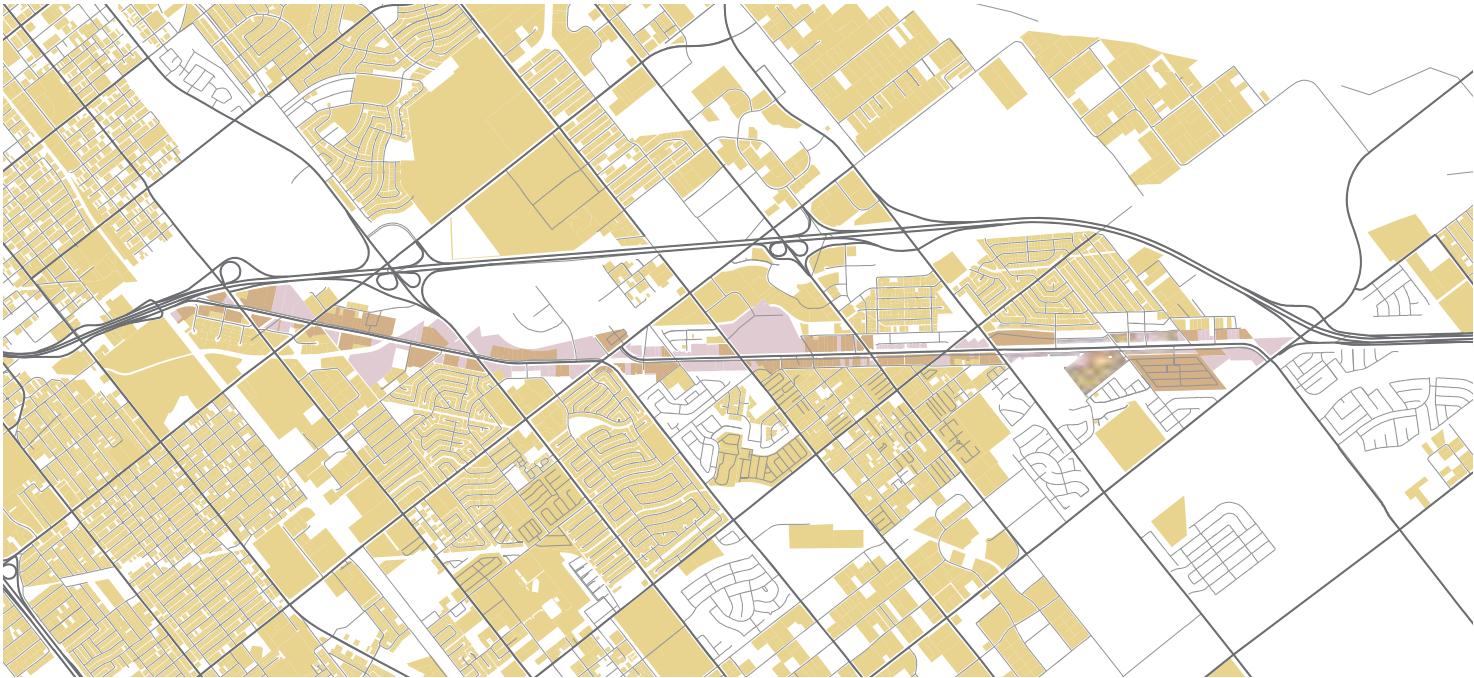
Benson Highway Commercial Corridor 1949



Benson Highway Commercial Corridor 1959



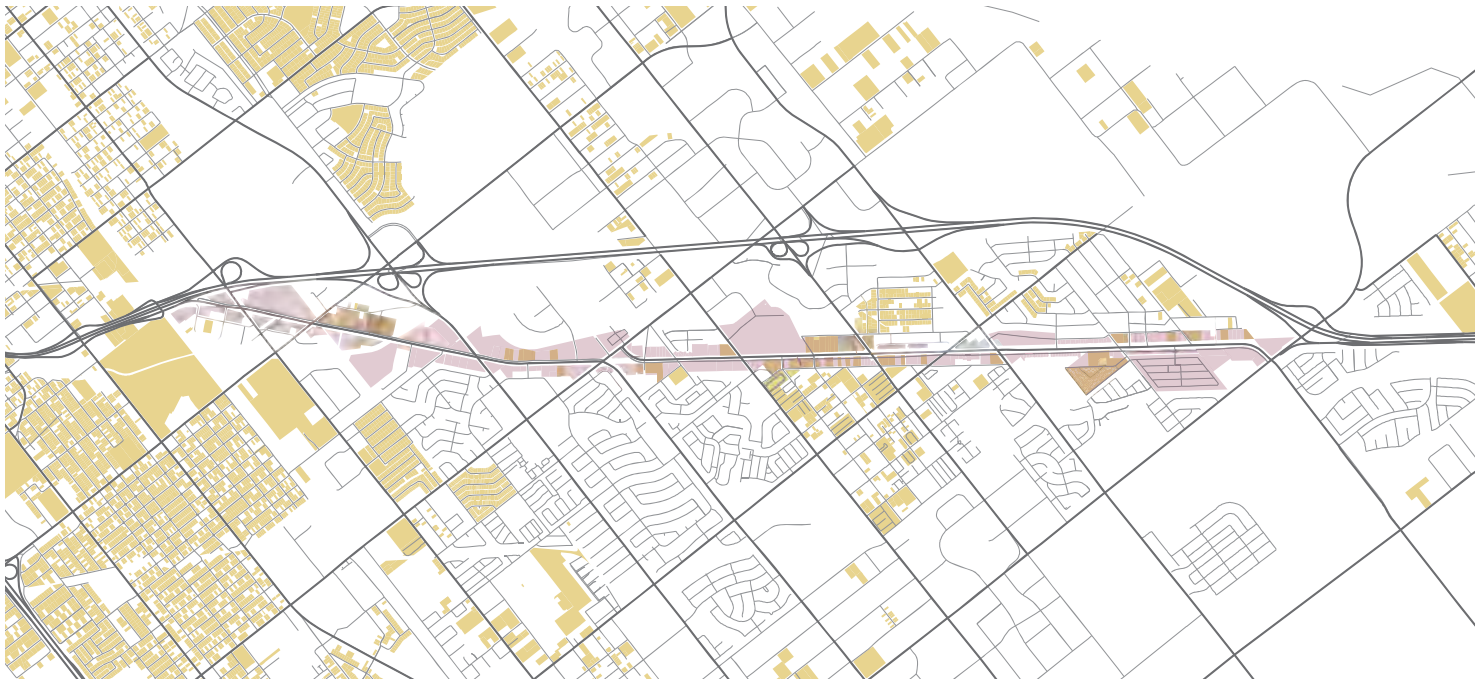
Benson Highway Commercial Corridor 1989



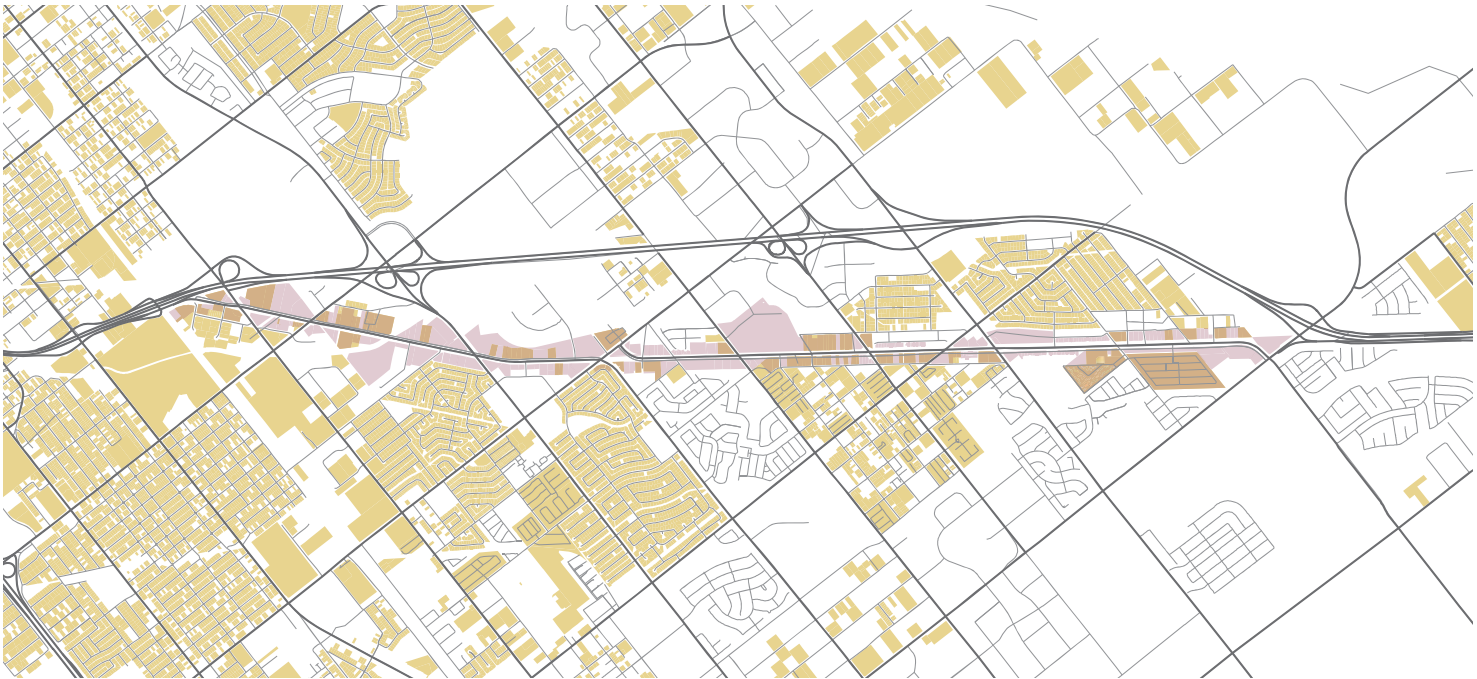
Benson Highway Commercial Corridor 1999

**Figure 6.8: Parcel Development Over Time-Benson Highway Commercial Corridor**  
Source: Pima County GIS, 2010.

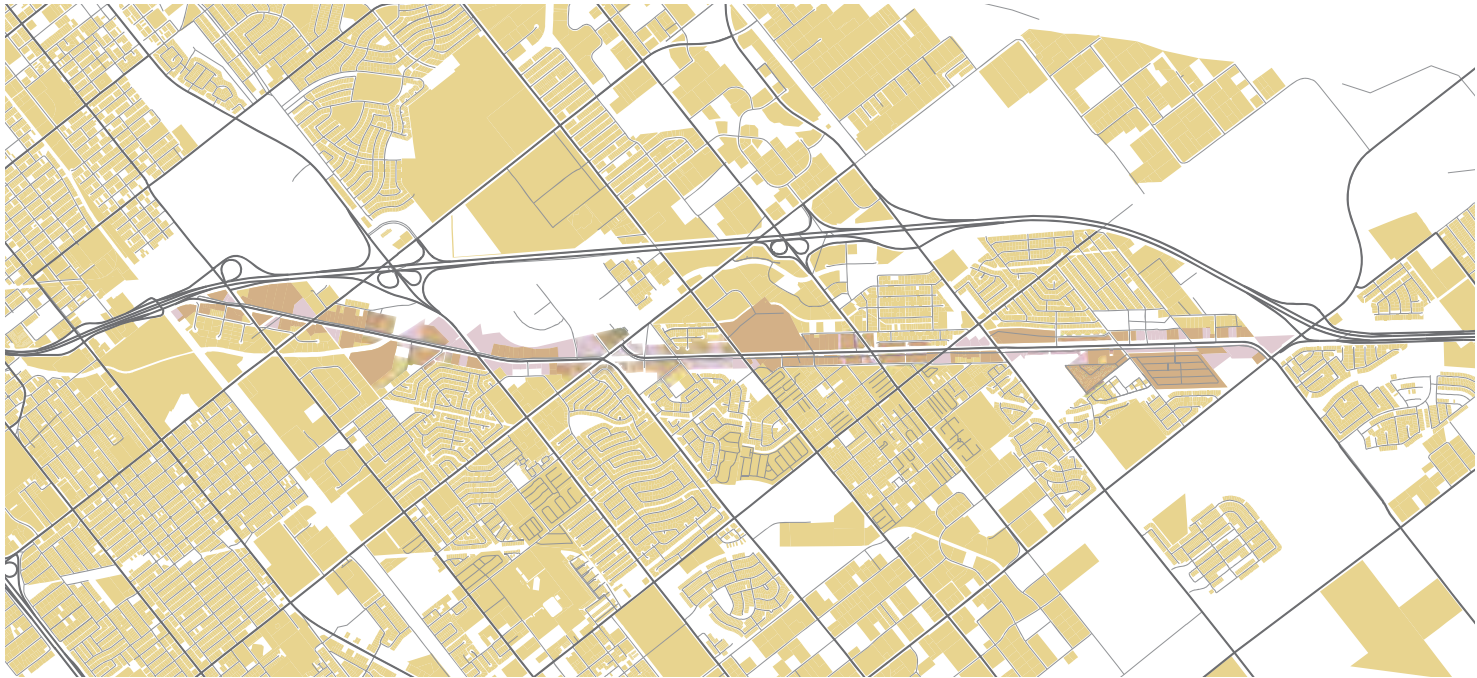




*Benson Highway Commercial Corridor 1969*



*Benson Highway Commercial Corridor 1979*



*Benson Highway Commercial Corridor 2010*

0 0.5 1 Miles

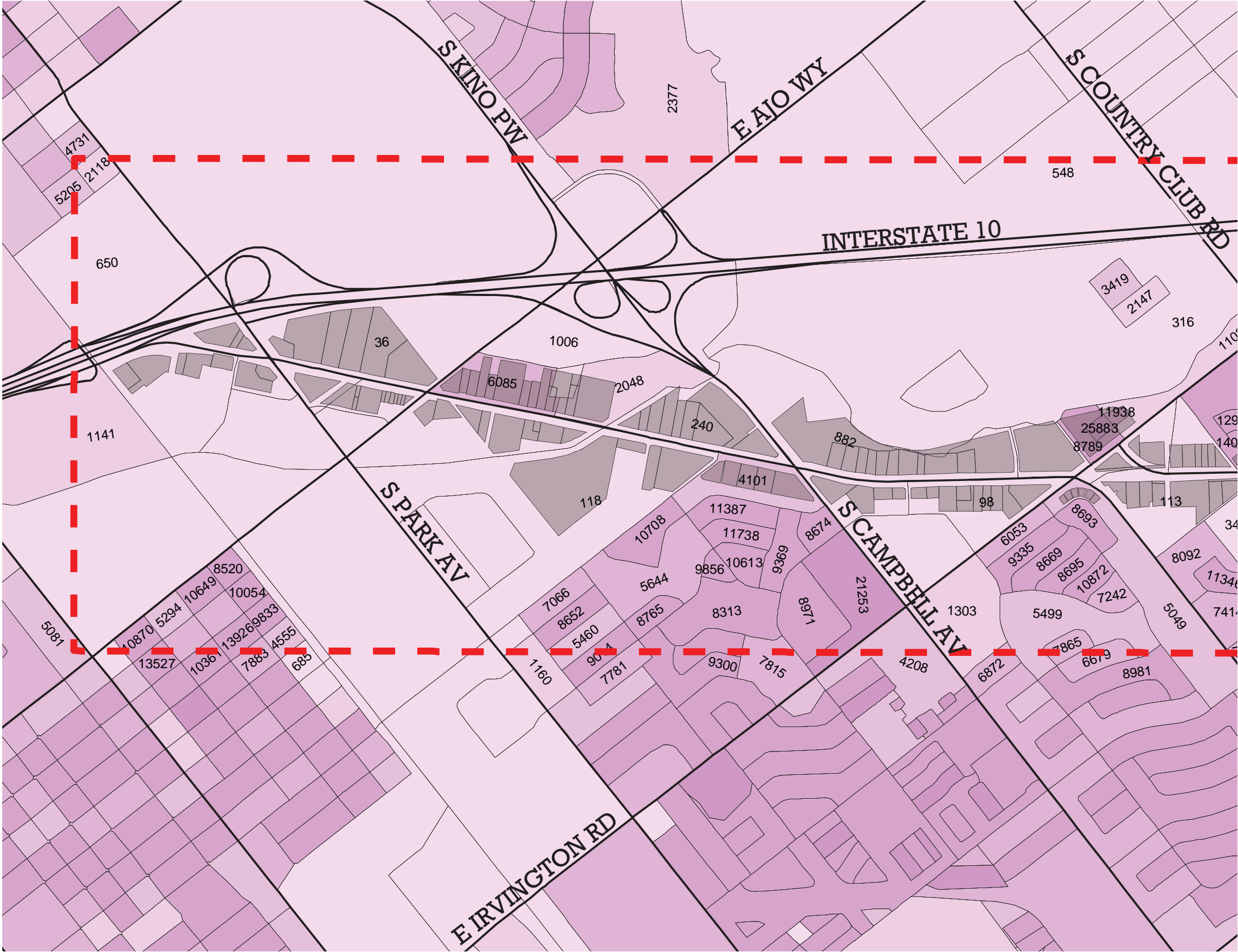
- Developed Parcels
- Benson Highway Commercial Corridor



**Density**  
The Benson Highway Commercial Corridor has a population density per square mile that ranges from approximately zero to 11,821 for the block groups directly on Benson Highway (see Figure 6.9).

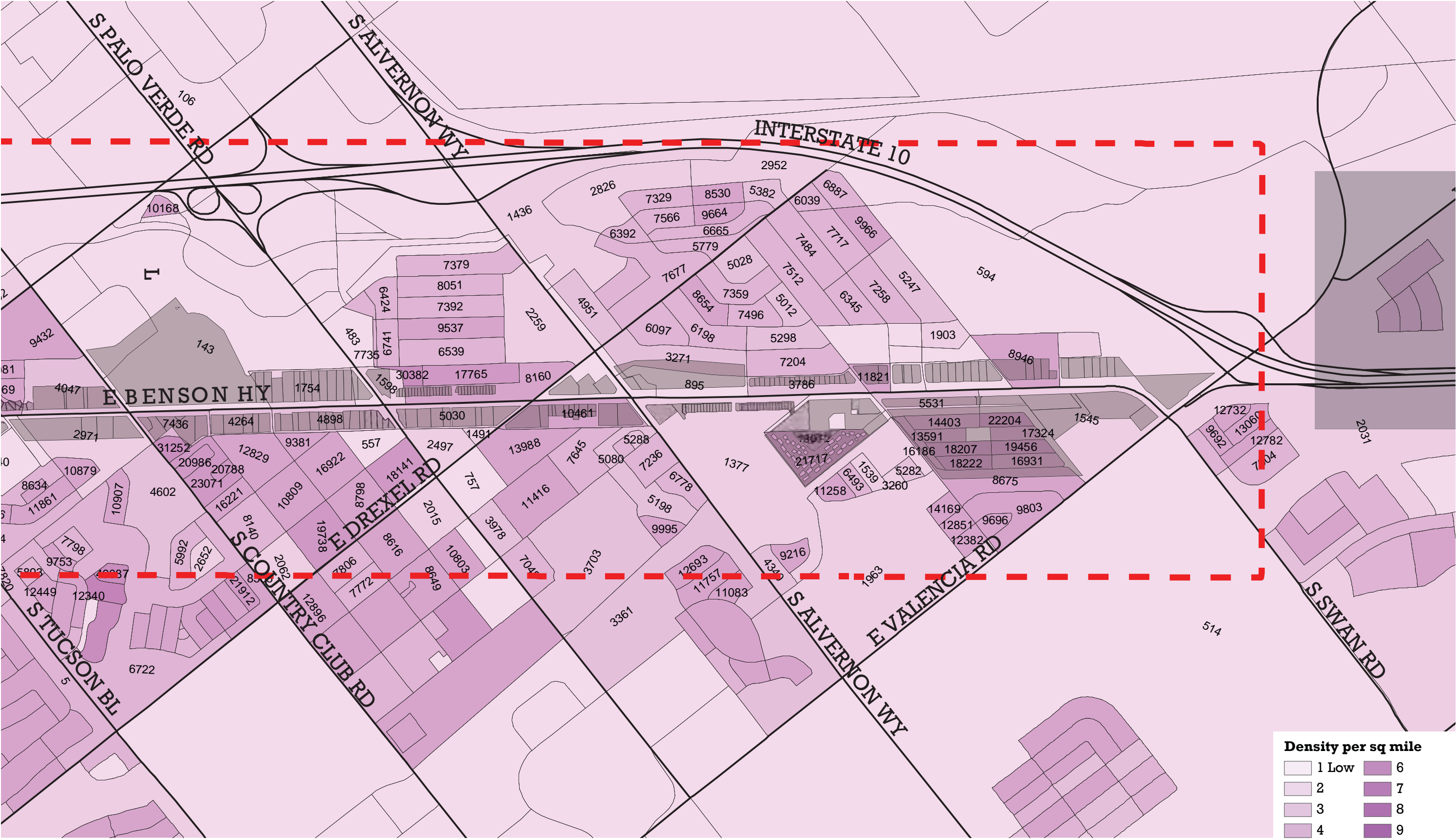
Block groups with higher density are found south of the corridor in Bravo Park Lane Neighborhood, and north in Mortimore Neighborhood. See page 119 for neighborhood location.

6. Benson Highway



**Figure 6.9: Population Density by Block Group-Benson Highway Commercial Corridor**  
The red dashed line represents 1/4 mile on either side of Benson Highway Commercial Corridor.  
Source: Pima County GIS, 2010 U.S. Census data.





6. Benson Highway

**Density per sq mile**

1 Low	6
2	7
3	8
4	9
5	10 High

■ Benson Hwy Parcels



Ownership

Ownership

Figure 6.10 displays ownership of parcels according to Pima County Assessor’s records as of February 2013. More than 45 percent of parcels are owned by private, multiple owners.

Table 6.5: Parcel Ownership Data- Benson Highway Commercial Corridor

Ownership	# Parcels	% Parcels
City of Tucson	4	0.8%
Pima County	3	0.6%
Non-Profit	2	0.4%
Religious	1	0.2%
Private Individual	73	14.8%
Private Multiple Owners	153	31.0%
Private LLC Multiple Owners	257	52.1%
Total*	493	100%

\*Includes some parcels not directly on the corridor. One large area southwest of Benson Highway between Swan and Alvernon contains multiple townhomes that are each on separate parcels. For the Drachman windshield survey, these were not recorded as separate parcels, therefore the total number of parcels is significantly higher here than in the other sections of this chapter.  
Source: Pima County Assessor’s Records, 2013.



Figure 6.10: Ownership-Benson Highway Commercial Corridor





Hydrology and Drainage

The Benson Highway area is characterized by multiple wash systems and riparian habitats (see Figure 6.11). Please note the following information\* for Figure 6.11:

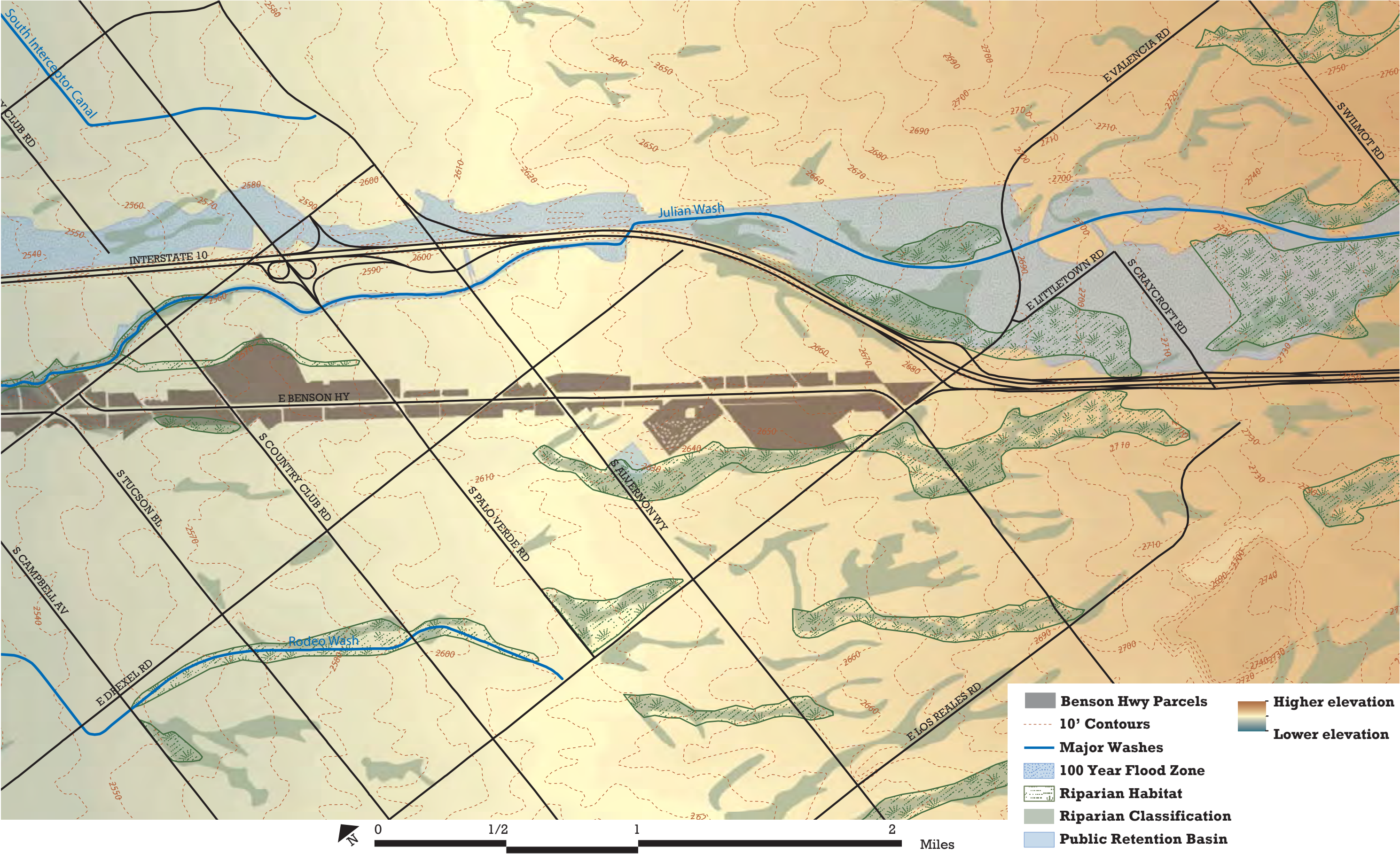
- Figure 6.11 only includes major washes with a flow greater than 2000 cubic feet per second (CFS).
- 100 year flood zone according to FEMA (Federal Emergency Management Agency).
- Riparian Habitat: Areas include various types of riparian habitat, deciduous riparian woodland, and mesquite bosques. Map does not distinguish between various types.
- Riparian Classification: Shows the location of various riparian classifications, including Hydroriparian, Mesoriarian, and Xeroriarian Classes, which are specific definitions of plant communities based on plant community structure and composition, vegetation density, and the availability of water. Map also includes the Important Riparian Area Classification (IRA). The IRA classification was developed as part of the Sonoran Desert Conservation Plan (SDCP) and is part of the Conservation Lands system. These designations are used to determine the type and amount of mitigation required when developing a mitigation plan.
- Public Retention Basin: The land areas upon which a publicly owned detention or retention basin is located.



**Figure 6.11: Hydrology and Drainage-Benson Highway Commercial Corridor**  
Source: Pima County GIS, 2012.

\*Source: Pima County GIS Library 2012.





6. Benson Highway



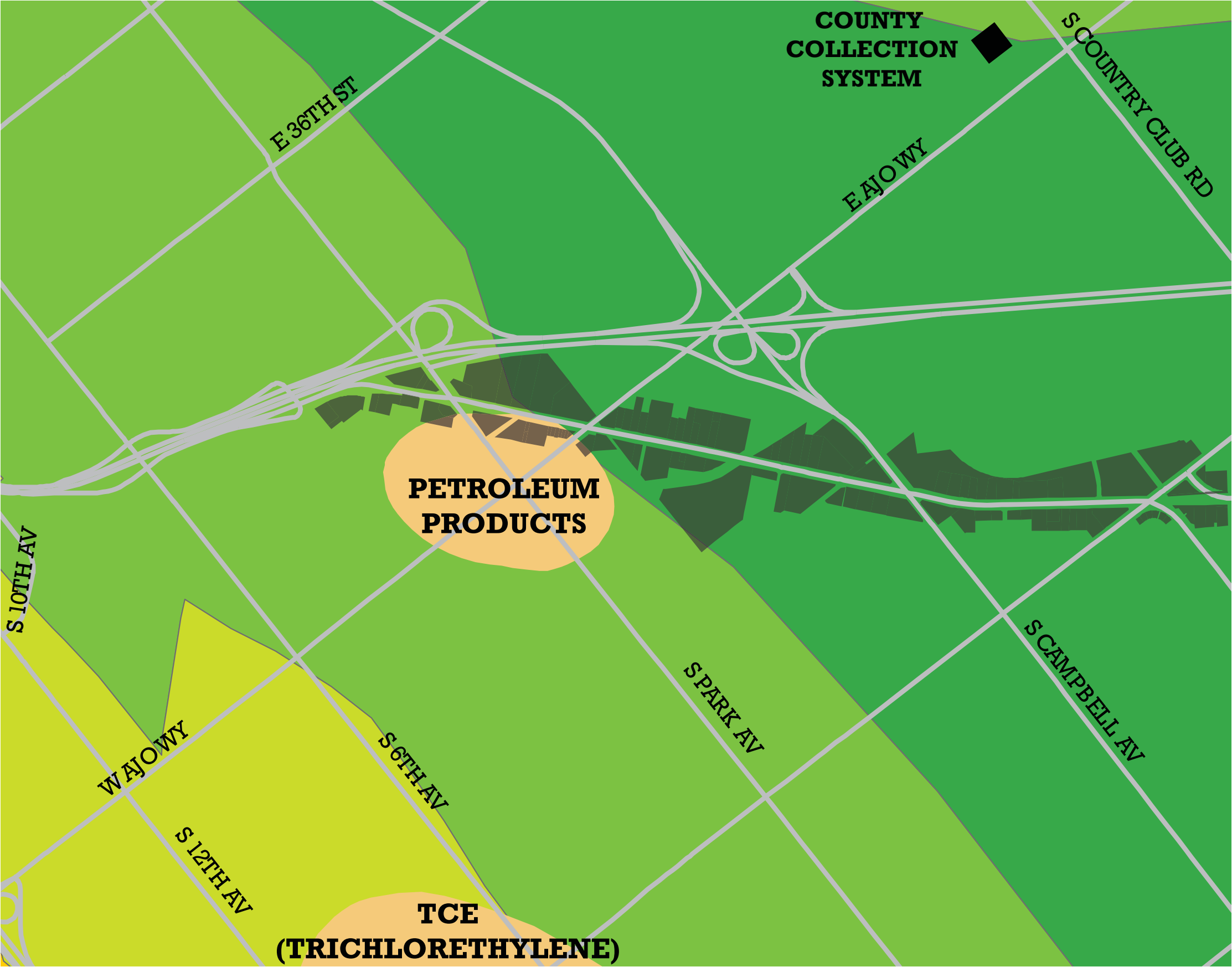
Contamination

The Thomas O. Price Service Center, located in Fairgrounds Neighborhood (south of Benson Highway near Interstate 10), has been a primary fueling facility for the City of Tucson since 1972. The facility maintains underground storage tanks (USTs) for gasoline and diesel.<sup>1</sup>

In June of 1989, fuel leakage was discovered in the soil below the fueling tanks and the City of Tucson began subsurface and groundwater investigations. They discovered that gasoline had permeated the soil to a clay layer 90 feet below the site which is in the upper groundwater zone.

The tanks were emptied and removed in the early 1990s. Today, the City operates 67 shallow and lower groundwater monitoring and remediation wells to detect gasoline in the upper groundwater zone. They also operate two soil vapor extraction systems to remove any contamination in the soil. The site is considered an active clean-up site and costs approximately \$95,000 per year in maintenance.

Although groundwater contamination has been detected, there are no Tucson Water drinking wells nearby. See Figure 6.12 for information on groundwater contamination risk. Groundwater pollution potential is based on seven weighted hydrogeologic parameters of the region. General activities of concern are landfills, feed lots, septic systems, roadway runoff, cemeteries, and leaking underground storage tanks.



<sup>1</sup> Information for this section taken from <http://dot.tucsonaz.gov>.

Figure 6.12: Contamination-Benson Highway Commercial Corridor

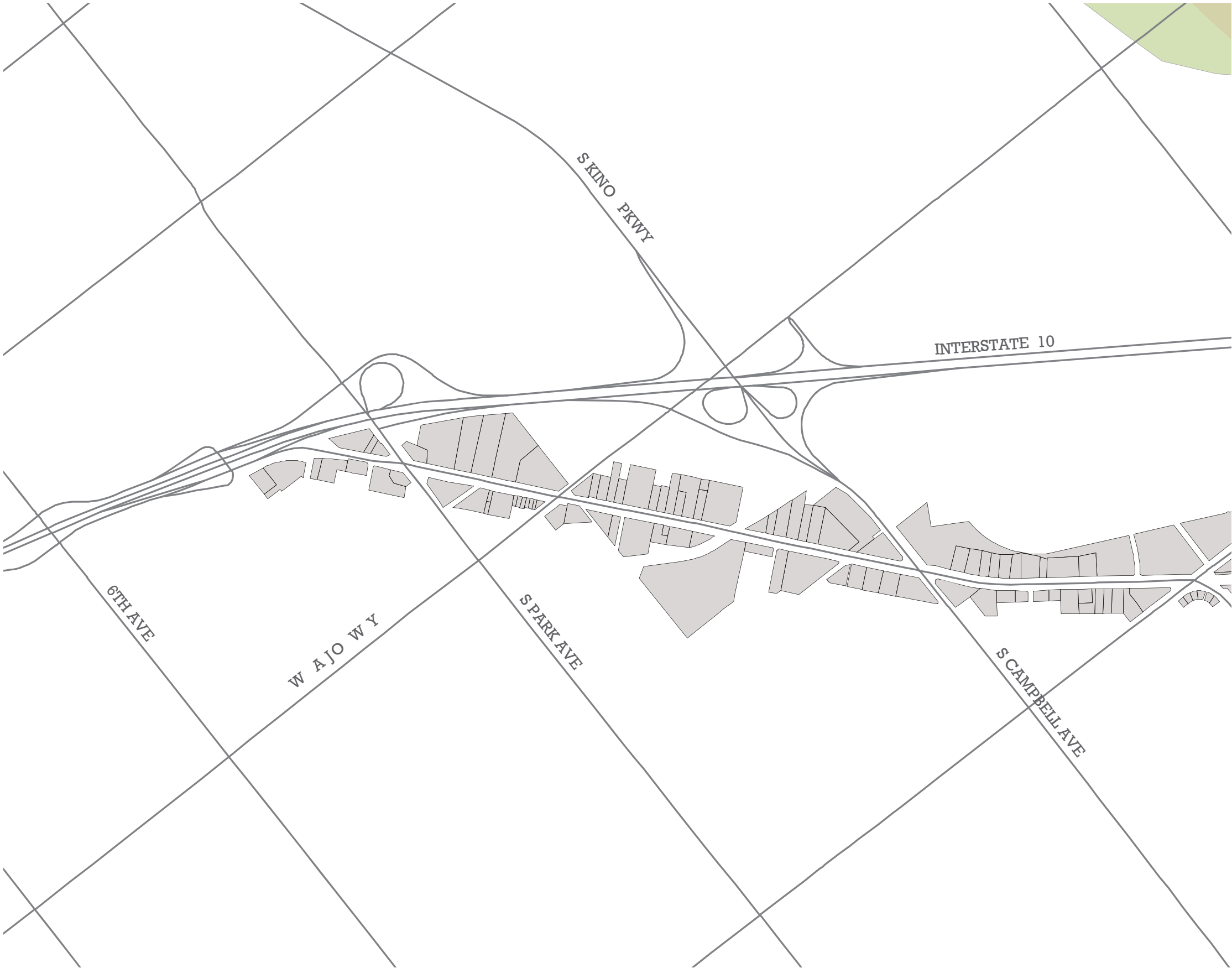




6. Benson Highway

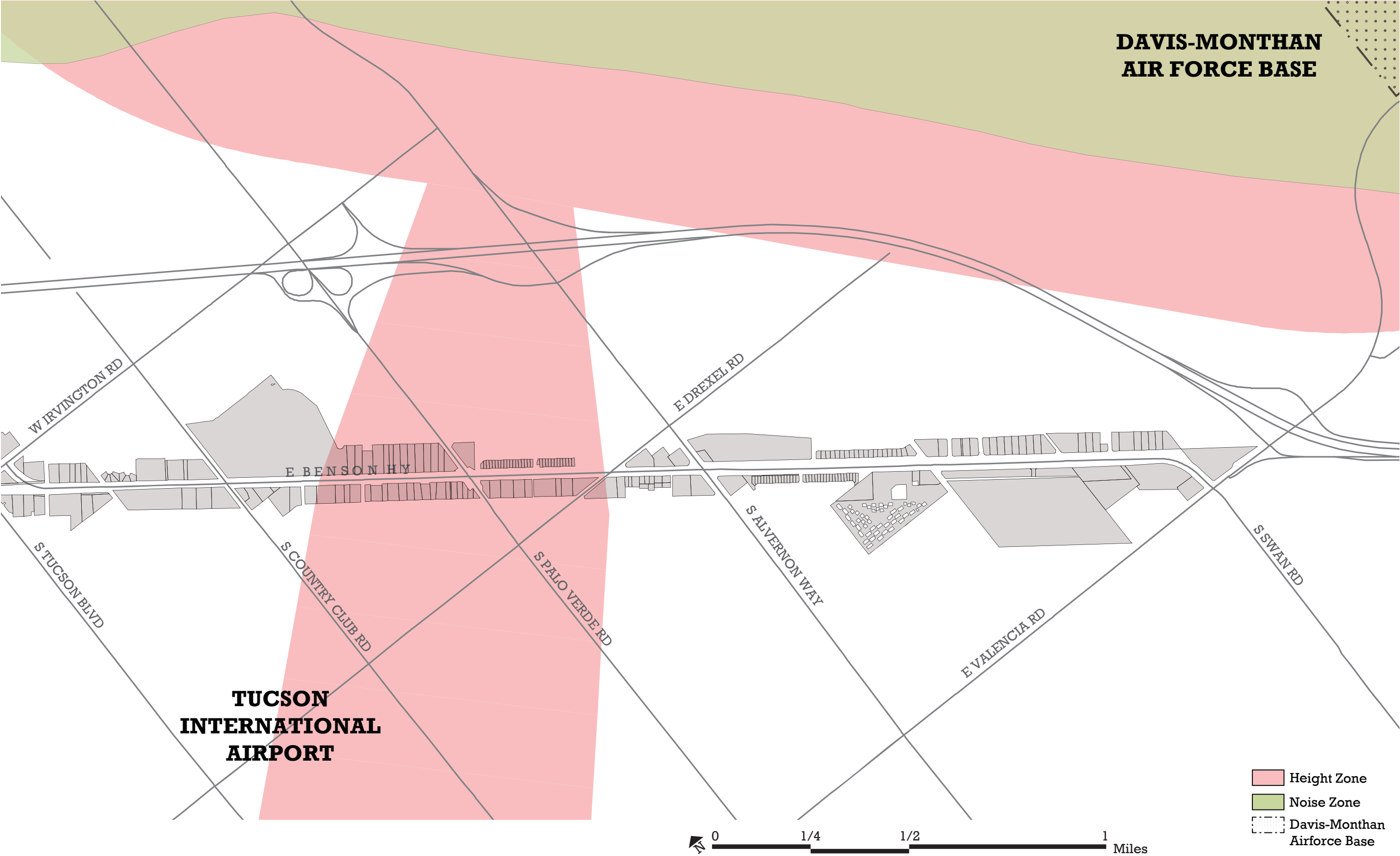
**Airport Zones**

The Benson Highway corridor is located between Davis Monthan Air Force Base (north) and Tucson International Airport (south). Some of the parcels on the corridor are located in the Airport Height Overlay Zone. These zones can impact proposed and existing residential development due to limits on structure heights and other possible restrictions.



**Figure 6.13: Airport Zones-Benson Highway Commercial Corridor**





Crime

Crime Incidents

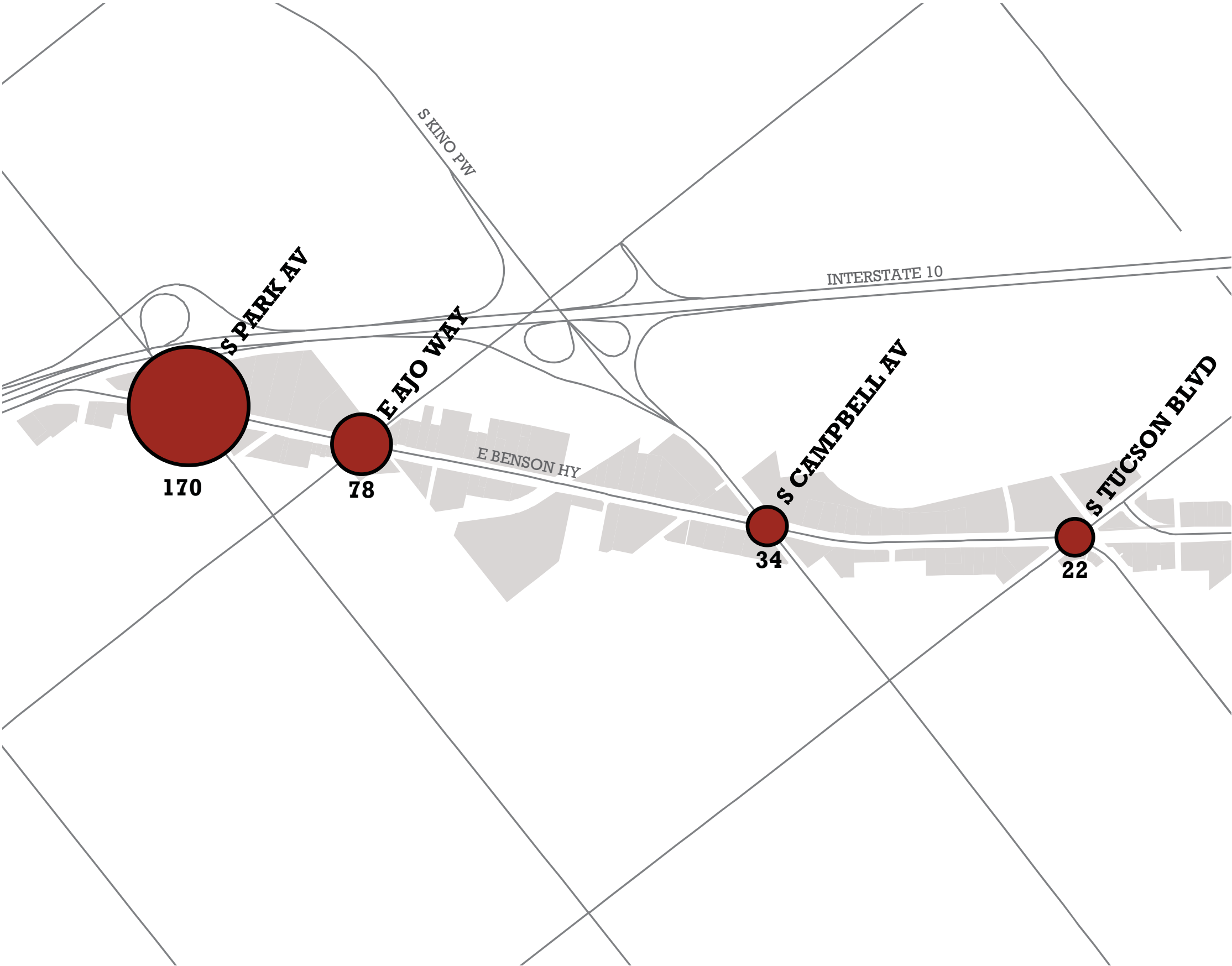
The Tucson Police Department provided the number and types of all crime incidents reported from January 1-July 30, 2012 and their approximate location on Benson Highway. Table 6.6 presents the number of each incident and Figure 6.14 displays the approximate location where these incidents took place.

**Table 6.6: Crime Incidents: January-July 2012**  
*Benson Highway Commercial Corridor*

Crime	Number of Crimes	Percentage of Total Crime
Aggravated Assault	26	7.7%
Arson	2	0.6%
Burglary	13	3.8%
Criminal Damage	19	5.6%
Disorderly Conduct/Public Disturbance	101	29.8%
Domestic Violence/Offenses Against Family & Children	13	3.8%
DUI	8	2.4%
Embezzlement/Forgery/Fraud	10	2.9%
Larceny/Theft	52	15.3%
Liquor Laws	3	0.9%
Mental Cases	22	6.5%
Motor Vehicle Theft	3	0.9%
Narcotic Drug Laws	19	5.6%
Other Assaults	0	0.0%
Robbery	6	1.8%
Sex Offenses	7	2.1%
Suspicious Activity	34	10.0%
Vagrancy	0	0.0%
Weapons	1	0.3%
TOTAL	339	100%

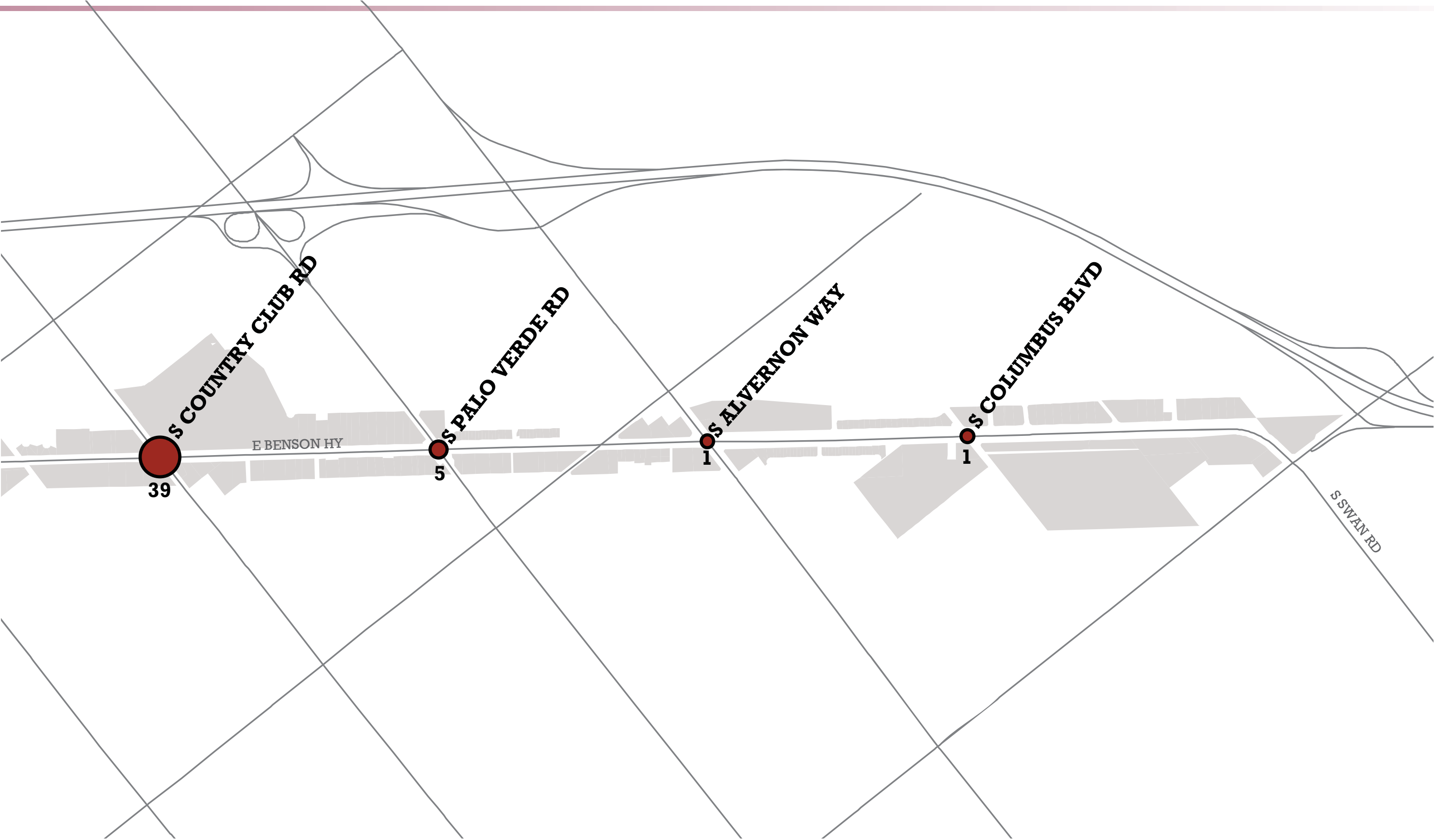
- Notes:
- 18 cases of shoplifting were reported in the designated corridor.
  - The following crimes were not included in the above table: civil matters, motor vehicle stops, assist other agency, public hazard, false alarms, unfounded, public assist/check welfare, traffic accidents, miscellaneous officer, other offenses/other misdemeanors, sick/cared for, lost property.

Source: Tucson Police Department, 2013.



**Figure 6.14: Number and Approximate Location of Crime Incidents-Benson Highway Commercial Corridor**  
NOTES: Location of incident is approximate. Incidents reported between January 1 and July 30, 2012.





6. Benson Highway



Pedestrian

In order to assess the pedestrian environment and pedestrian accessibility in the corridor, the Drachman windshield survey teams recorded the presence of trees in the right of way, lighting, curbs, sidewalks, and whether there is a clear accessible pedestrian path from the right-of-way to the address. Results are shown in Table 6.7 and Figure 6.15.

Table 6.7: Pedestrian Data-  
Benson Highway Commercial Corridor

	Number	Percentage
Trees in Right-of-Way*		
Yes	84	25.1%
No	251	74.9%
Total Parcels	335	100%
Lighting*		
Yes	189	56.4%
No	146	43.6%
Total Parcels	335	100%
Curb*		
Yes	68	20.3%
No	267	79.7%
Total Parcels	335	100%
Clear Accessible Path from Right-of-Way to Address**		
Yes	10	9.1%
No	100	90.9%
Total Businesses	110	100%
Sidewalk**		
Yes	18	16.4%
No	92	83.6%
Total Businesses	110	100%

\* Data is by parcel. There are 335 total parcels.  
\*\* Data is by business property. There are 110 business properties. Data does not include parks, parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.

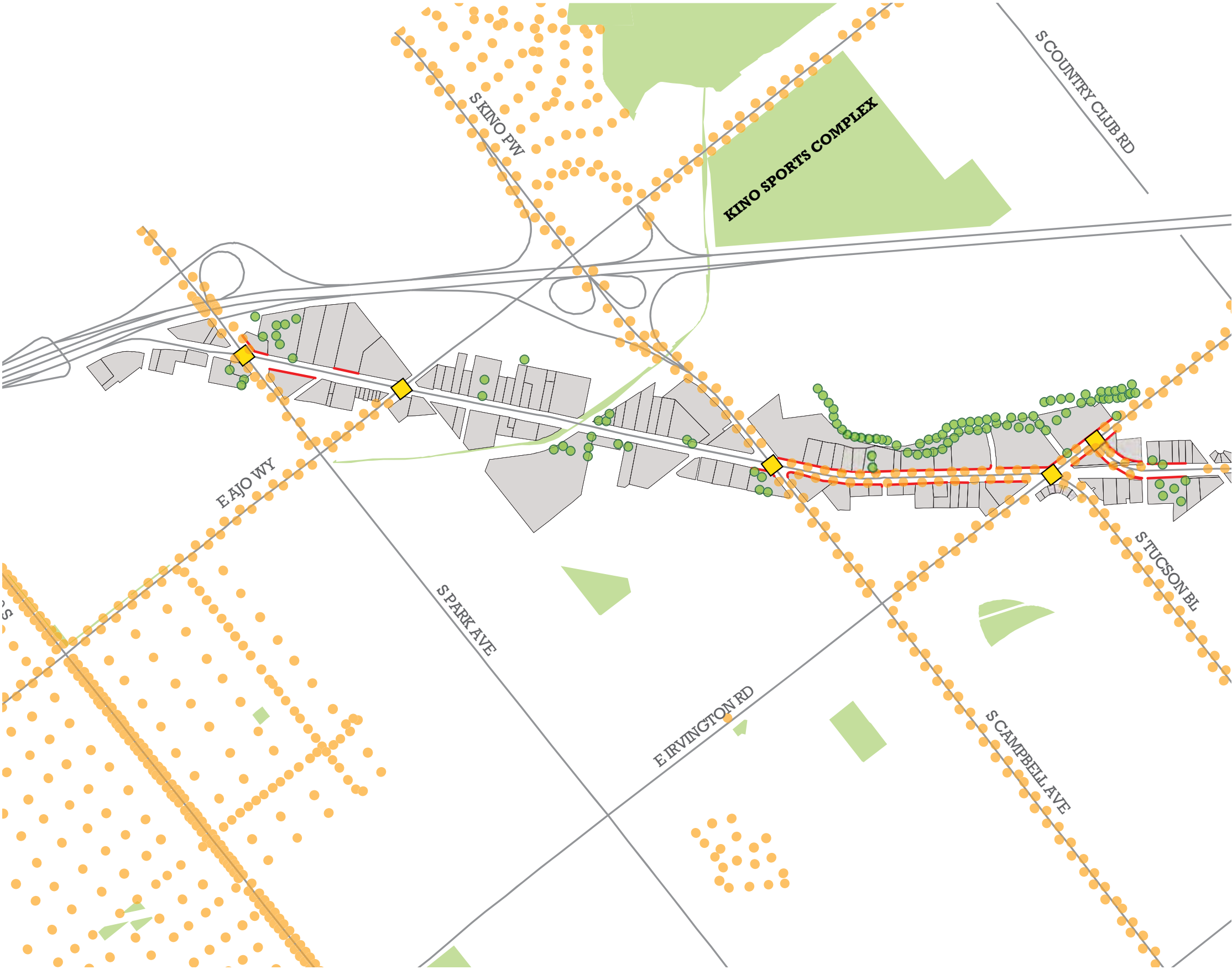


Figure 6.15: Sidewalks and Street Trees-Benson Highway Commercial Corridor





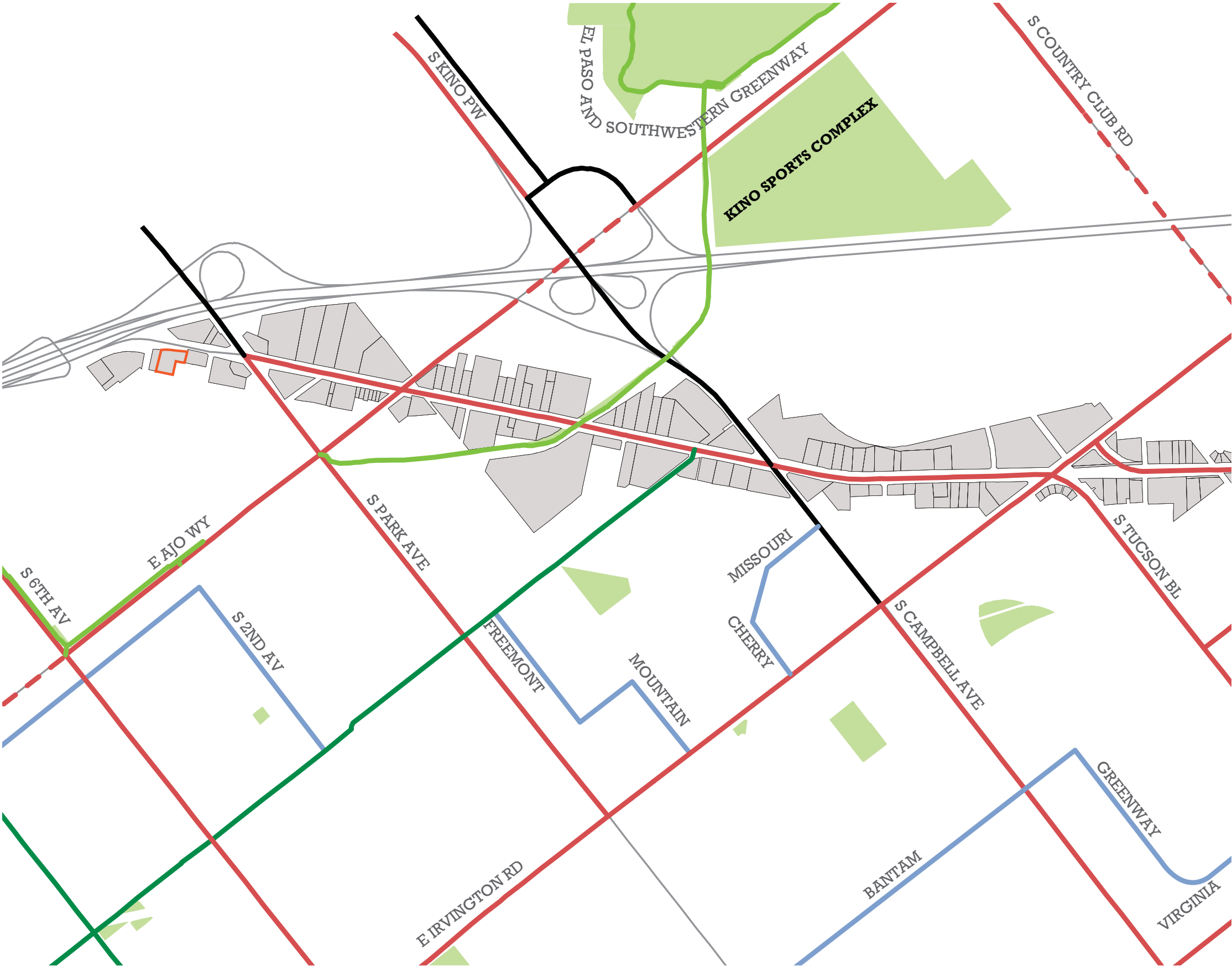
6.Benson Highway

**Bicycle**  
In order to assess the accessibility of the corridor by bicycle, the Drachman windshield survey teams recorded the presence of bike lanes, bike parking, and whether there is a clear accessible path from the right-of-way to the address. Results are shown in Table 6.8 and Figure 6.16.

**Table 6.8: Bicycle Data-**  
*Benson Highway Commercial Corridor*

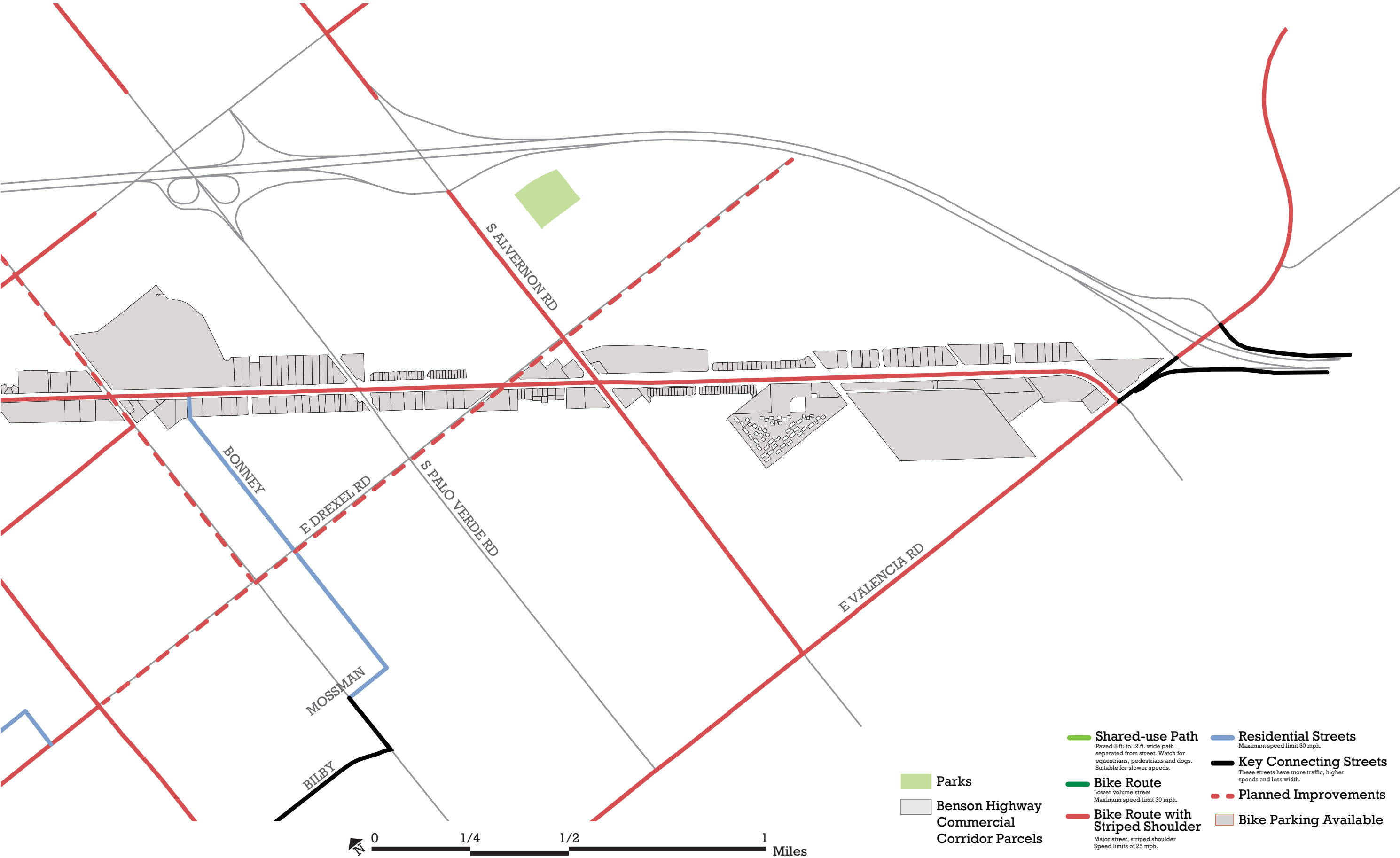
	Number	Percentage
<b>Bike Lane*</b>		
Yes	302	90.1%
No	33	9.9%
Total Parcels	335	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	2	1.8%
No	108	98.2%
Total Businesses	110	100%
<b>Bike Parking**</b>		
Yes	3	2.7%
No	107	97.3%
Total Businesses	110	100%

\* Data is by parcel. There are 335 parcels.  
\*\* Data is by business property. There are 110 business properties. Data does not include parks, parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



**Figure 6.16: Bike Routes-Benson Highway Commercial Corridor**  
Source: <http://bikeped.pima.gov>.





6.Benson Highway

Car and Service Access

On the Benson Highway Commercial Corridor the average traffic speed is 40-45 mph, with an average daily traffic count ranging from 8,405 to 28,100. Figure 6.17 shows the building footprint and parking along the corridor.

Table 6.9: Service Access Data-  
Benson Highway Commercial Corridor

	Number	Percentage
Loading Zone by Business		
No	95	86.4%
Yes	14	12.7%
Unable to Assess	1	0.9%
Total	110	100%
Dumpster by Business		
No	66	60.0%
Yes	43	39.1%
Unable to Assess	1	0.9%
Total	110	100%

Note: Data is by business property and does not include parking lots, residential, or vacant lots.  
Source: Drachman windshield survey, 2012.



Alvernon and Benson Highway

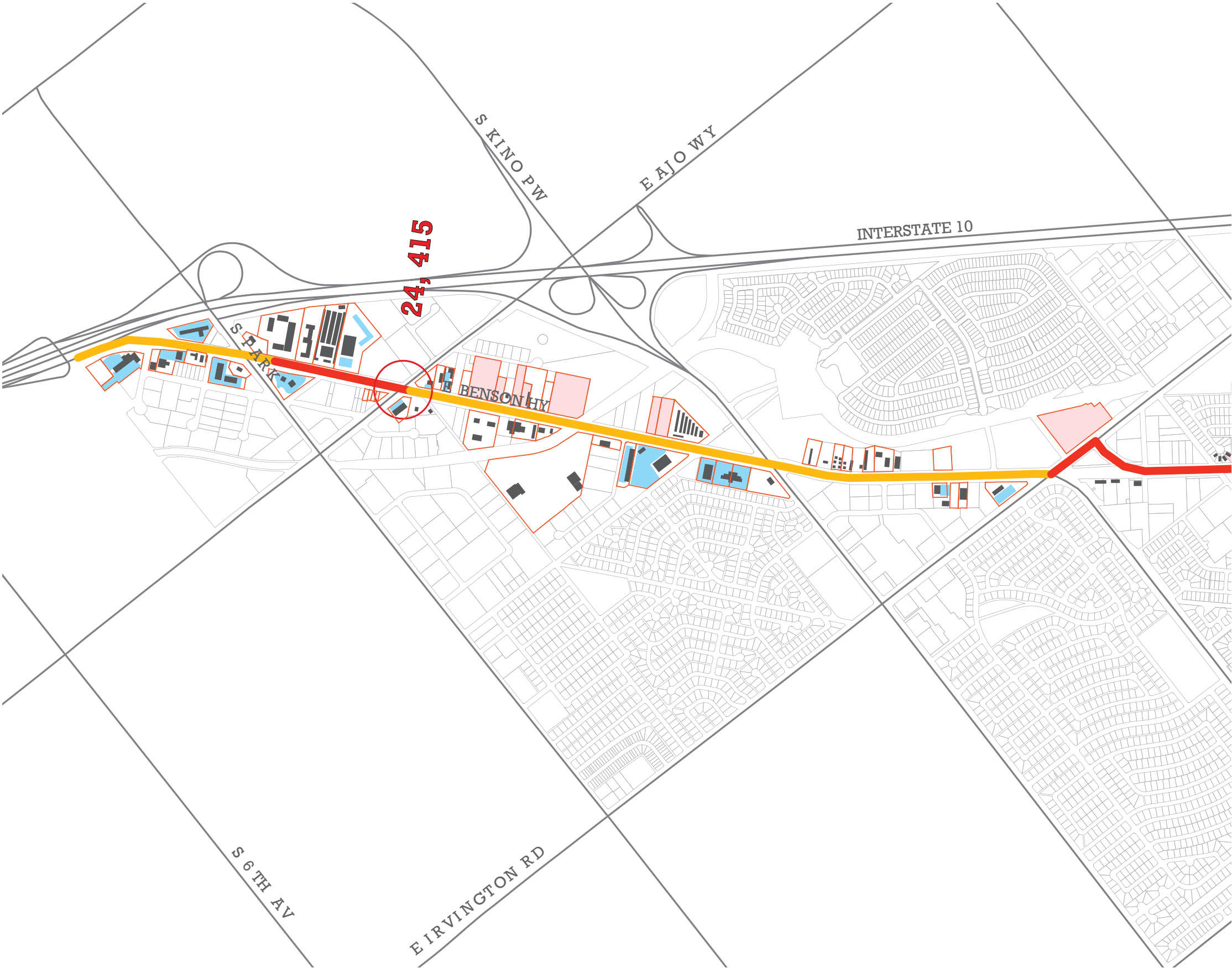
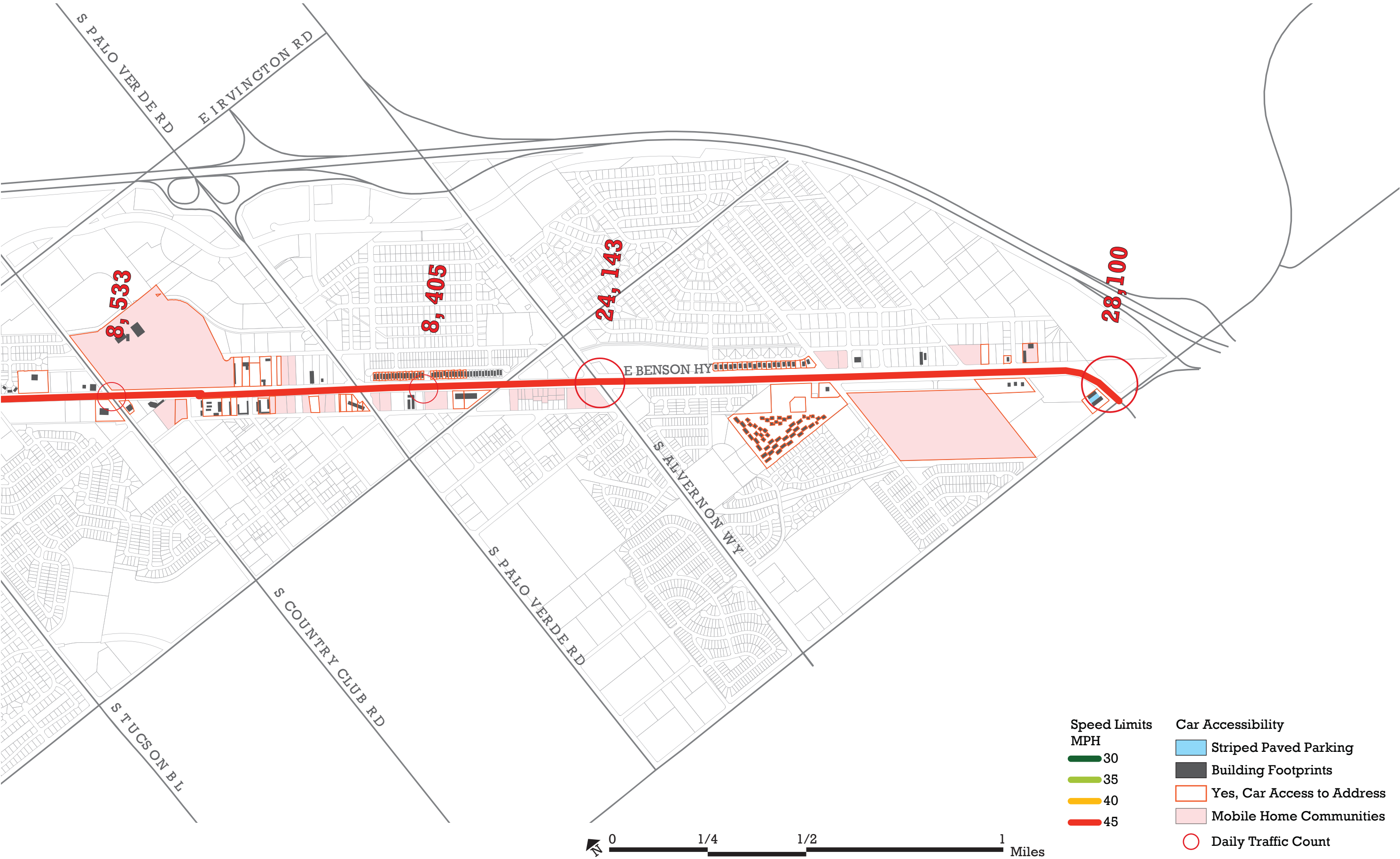


Figure 6.17: Car and Service Access-Benson Highway Commercial Corridor  
Sources: Drachman windshield survey, 2012, Pima County DOT and DSD, 2012, and Pima County GIS Library.





6. Benson Highway

Bus

The five-mile Benson Highway Commercial Corridor is served by three Sun Tran bus routes (Table 6.10). Figure 6.18 shows corridor connectivity to the greater Tucson Area. Figure 6.19 shows the location of sheltered and unsheltered bus stops along the corridor.

Table 6.10: Bus Ridership-  
Benson Highway Commercial Corridor

Route	City-Wide Ridership/ Month	Passengers per Hour	Ranking*
2	30,259	20.4	18
11	104,513	35.4	3
26	26,921	22.0	17

Source: Suntran, 2012.  
\*Ranking is from 1-40 bus routes, with #1 having the most passengers per hour. (Data for June 2012.)



An unsheltered bus stop on Benson Highway

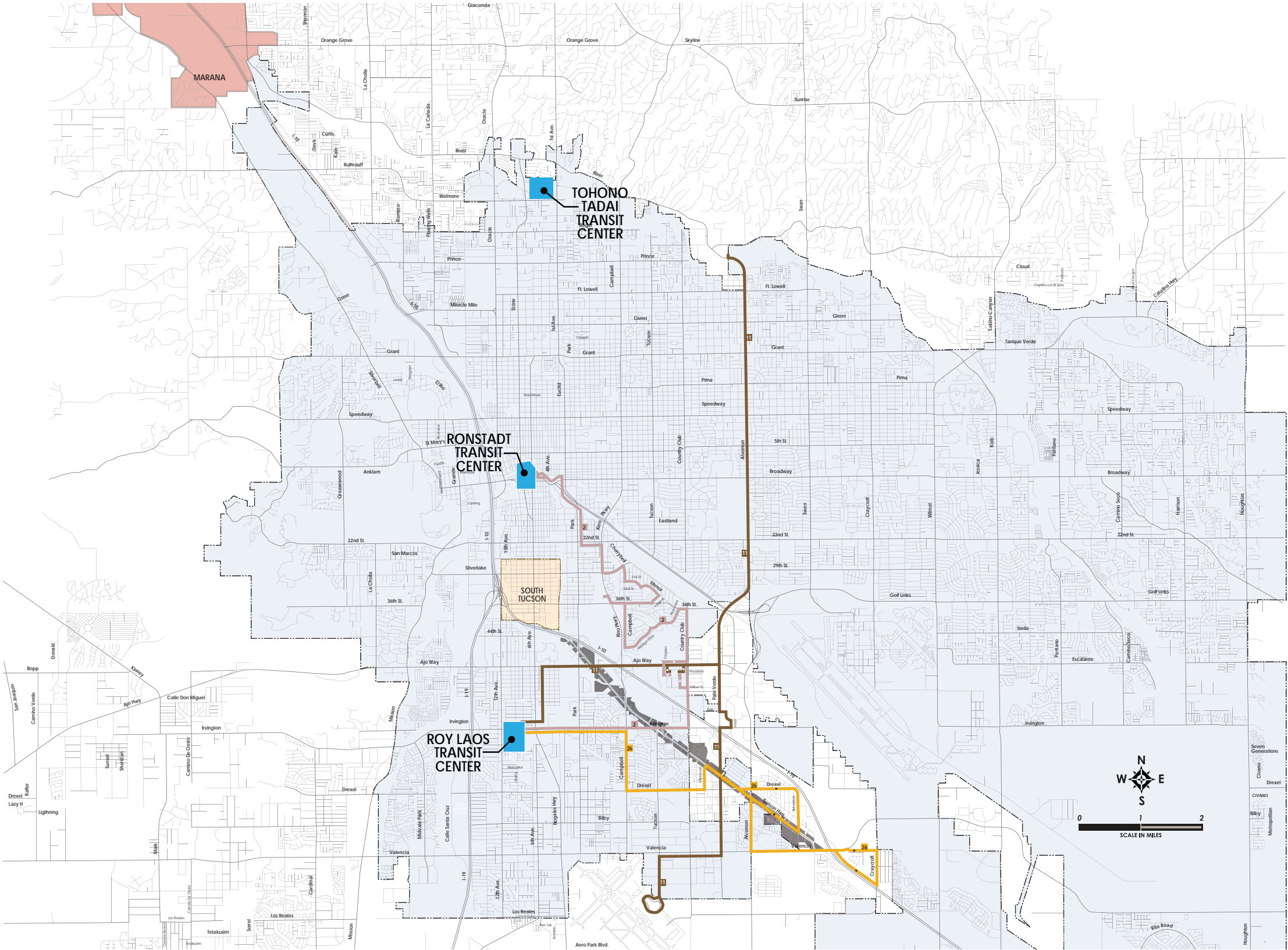
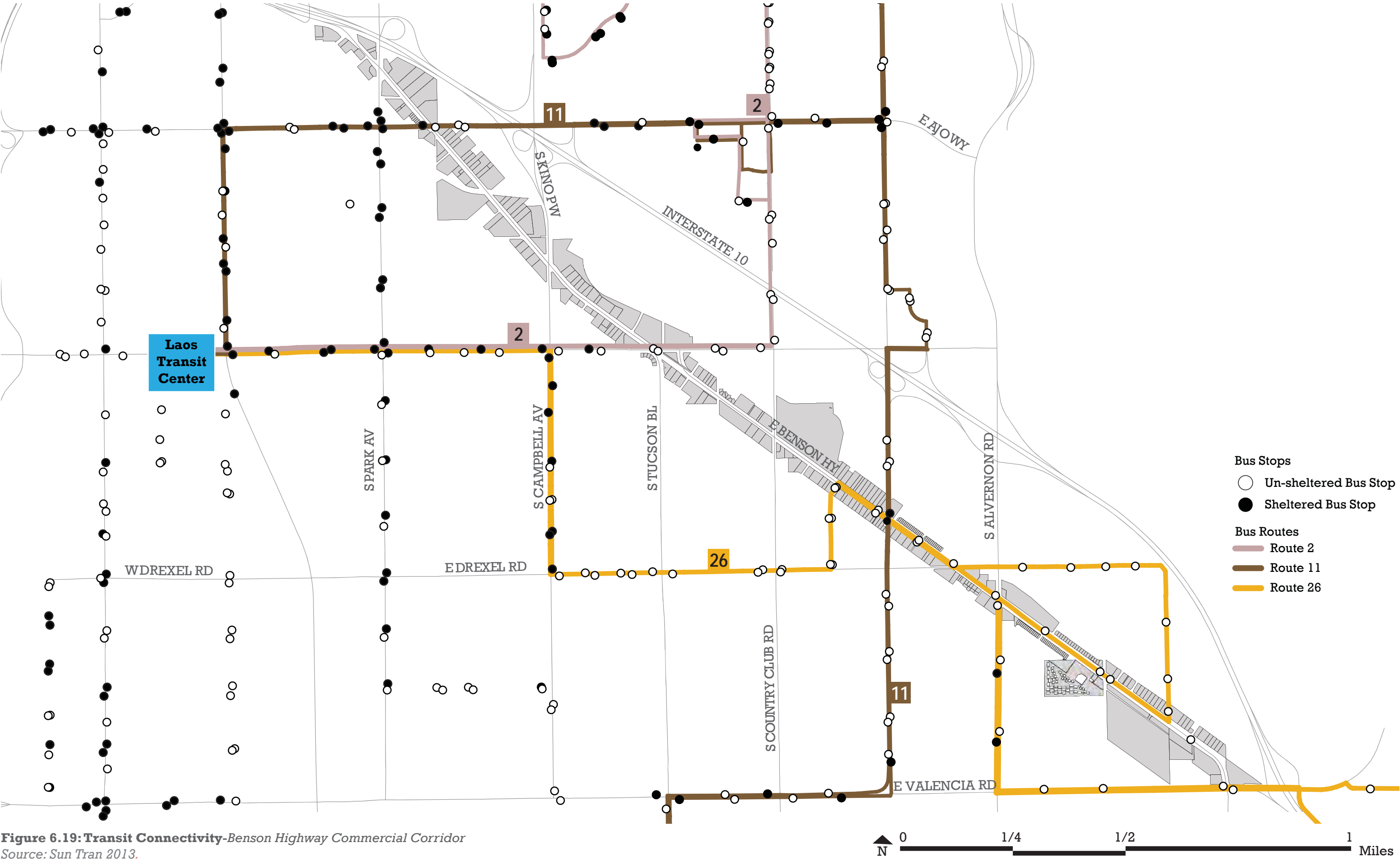


Figure 6.18: Bus Routes-Benson Highway Commercial Corridor  
Source: Sun Tran, 2013.





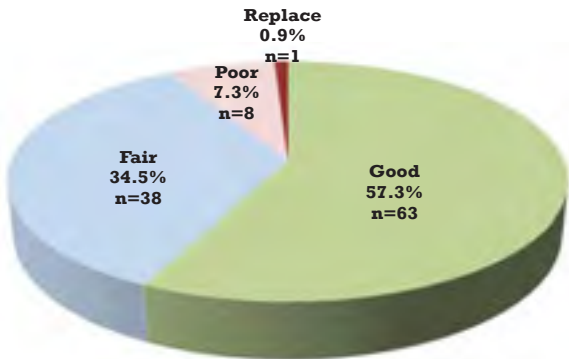
**Figure 6.19: Transit Connectivity-Benson Highway Commercial Corridor**  
Source: Sun Tran 2013.

Assessment of Structures and Grounds

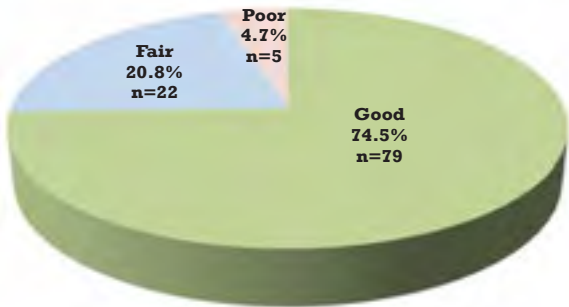
Building Conditions

More than half (57.3 percent) of business properties on the Benson Highway Corridor are in ‘Good’ condition (see Figure 6.20). Approximately 34.5 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. Eight structures are in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

The majority of residences on the corridor are also in ‘Good’ condition (Figure 6.21).



**Figure 6.20: Condition of All Business Properties- Benson Highway Commercial Corridor**  
*Excludes parking lots, vacant lots, residential, and parcels that were unable to be assessed.*



**Figure 6.21: Condition of Residences- Benson Highway Commercial Corridor**



*Windshield survey teams assessed grounds as “excellent” if intentional and maintained.*

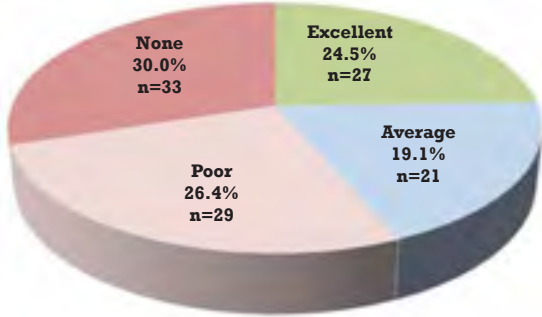


*Graffiti was present on thirty percent of business properties at the time of the windshield survey.*

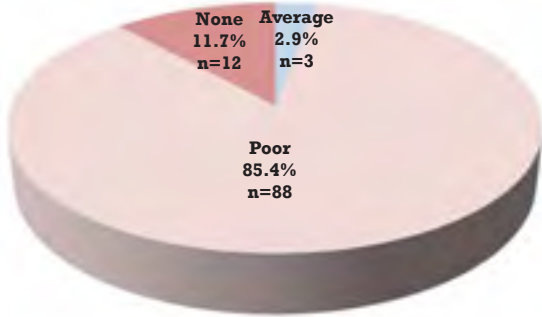
Grounds Condition

Approximately 30.0 percent of business properties on the Benson Highway Corridor do not have landscape or grounds to assess (Figure 6.22). Almost one-quarter of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the condition of vacant lots on the corridor. More than 85 percent of vacant lots had grounds in poor condition and 95/103 lots had litter at the time of the windshield survey (Figure 6.23).



**Figure 6.22: Landscape Condition of All Business Properties- Benson Highway Commercial Corridor**  
*Excludes parking lots, vacant lots, vacant buildings, and residential.*



**Figure 6.23: Landscape Condition of Vacant Lots- Benson Highway Commercial Corridor**  
*Note: 95/103 vacant lots had litter and 14 had graffiti at the time of the windshield survey.*

**Table 6.12: Type of Parcel Border by Business Property- Benson Highway Commercial Corridor**

	Number	Percentage
Fence	49	44.5%
Wall	11	10.0%
Landscape/ Hardscape	10	9.1%
None	40	36.4%
Total	110	100%

**Table 6.13: Trees in the Right-of-Way by Business Property- Benson Highway Commercial Corridor**

	Number	Percentage
Yes	25	22.7%
No	85	77.3%
Total	110	100%

**Table 6.14: Trees on Parcel by Business Property- Benson Highway Commercial Corridor**

	Number	Percentage
Yes	50	45.5%
No	60	54.5%
Total	110	100%

**Table 6.15: Miscellaneous Exterior Conditions by Business Property- Benson Highway Commercial Corridor**

Evaluated Condition	Number*	Percentage of Total Businesses
Exterior Lighting	81	73.6%
Overhead Utilities Present	59	53.6%
Miscellaneous Signs on Parcel	8	7.3%
Litter Present	55	50.0%
Graffiti Present	34	30.9%

*\*Number indicates the number of business properties with the evaluated condition out of 110 total businesses.*



**Signage**  
The majority of existing monument and individual business signs are in good or average condition, meaning they require few if any repairs.

**Table 6.16: Condition of Individual Business Signs-Benson Highway Commercial Corridor**

Condition	Number	Percentage
Good	44	40.0%
Average	26	23.6%
Poor	16	14.5%
None	24	21.8%
Total	110	100%

**Table 6.17: Condition of Monument Signs by Business-Benson Highway Commercial Corridor**

Condition	Number	Percentage
Good	20	18.2%
Average	7	6.4%
Poor	6	5.5%
None	77	70.0%
Total	110	100%

**Billboards**  
Windshield survey teams also noted the existence of billboards along the designated commercial corridor. See the following examples below and to the right.



Local businesses on the Benson Highway Commercial Corridor

Billboard Examples- Benson Highway Commercial Corridor

6.Benson Highway



Vacancy

Vacant Business Properties

At the time of the windshield survey, eight out of 110 business properties within the designated corridor area were identified as vacant (7.3 percent). The windshield survey teams also recorded the presence of signage indicating that a business property was for sale, for lease, or otherwise available. Based on signage, ten business properties in the area were available in August 2012.

Vacant Housing Units Adjacent to the Corridor

The 2010 U.S. Census provides data on all vacant housing units in an area including those for rent or for sale, those vacant properties that are vacant due to seasonal, recreational, or occasional use, and “other vacant” which may be recent foreclosures or units that owners or renters have walked away from (see Table 6.18). According to census data for one-quarter mile on either side of Benson Highway within the designated area, the total housing vacancy rate is 10.0 percent.

Vacant Lots and Parking

Drachman Institute identified 103 out of 335 parcels (30.7 percent) on the Benson Highway Commercial Corridor as vacant (see Figure 6.24). Litter is a problem on vacant land as 92.2 percent of vacant parcels had litter at the time of the windshield survey.

Table 6.18: Housing Units by Vacancy Status-Benson Highway Commercial Corridor

Vacant Units	Units	Percent
For Rent	337	5.3%
Rented, not occupied	16	0.3%
For Sale	122	1.9%
Sold, not occupied	12	0.2%
Other Vacant*	129	2.0%
For seasonal/ recreational/ occasional use	25	0.4%
For Migrant Workers	0	0.0%
Total Vacant Units	641	10.0%
Total Housing Units	6,379	100%

Data for one-quarter mile on either side of designated area on Benson Highway. Source: U.S. Census 2010 Summary File 1 (ESRI).  
\*Includes recent foreclosures or units that owners have walked away from.



Drachman Institute identified 103 vacant parcels on the corridor.

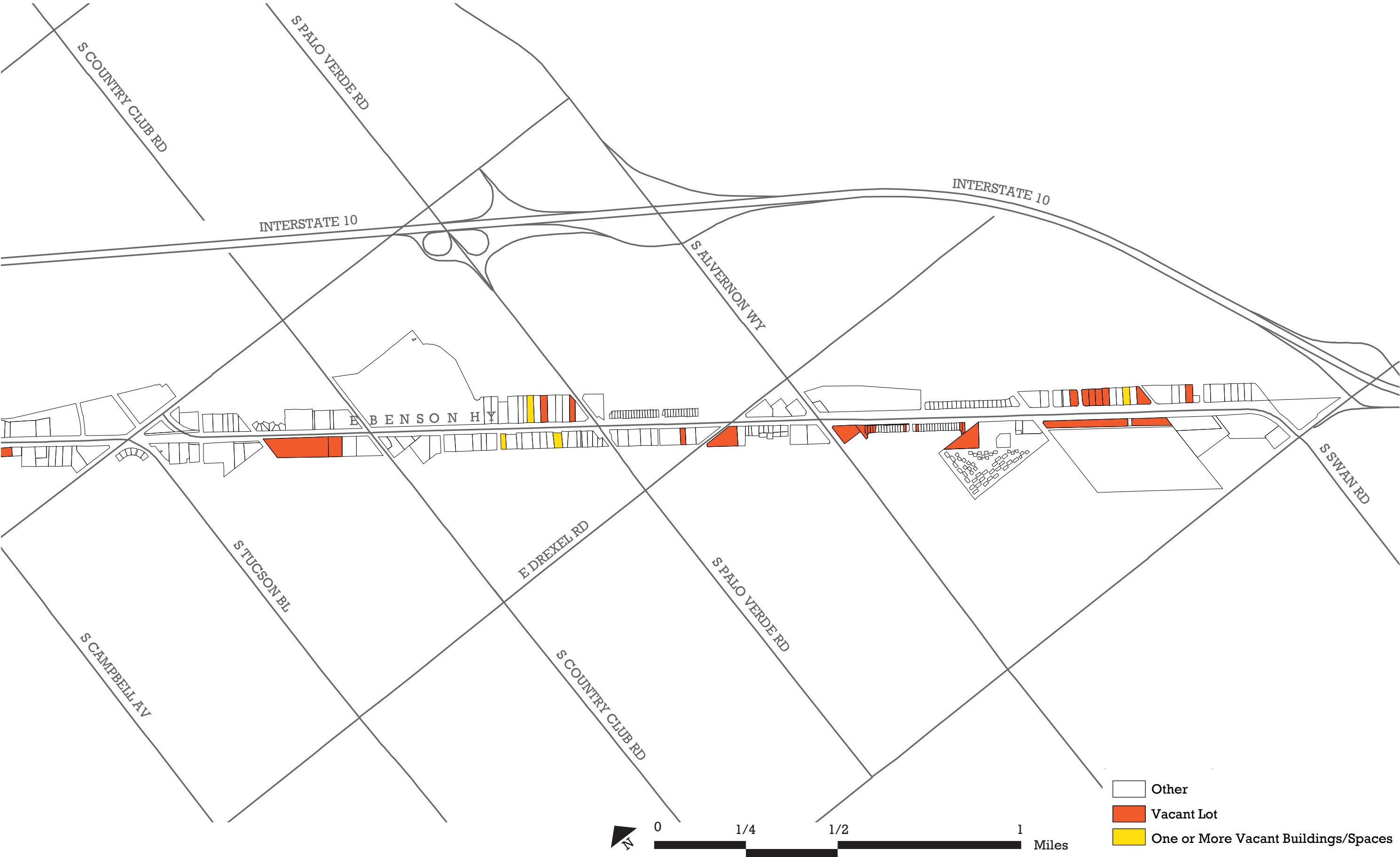


Litter is a problem on vacant land along the corridor.



Figure 6.24: Parking Lots, Vacant Business Properties, and Vacant Parcels-Benson Highway Commercial Corridor. Source: Drachman windshield survey, 2012.





6. Benson Highway

## Commercial Corridor Summary

### Location and Surrounding Neighborhoods

The designated Benson Highway Commercial Corridor extends from Interstate 10 (north) to East Valencia Road (south). The corridor is approximately 5.25 miles long. Surrounding neighborhoods include Mortimore Neighborhood to the north and Bravo Park Lane and Cherry Avenue Neighborhoods to the south.

### Demographics and Housing Characteristics

There are approximately 18,134 residents living in the half-mile area along the Benson Highway Corridor (one-quarter mile on each side of the corridor). The area is predominantly Hispanic (75.2 percent compared to 41.6 percent in the City of Tucson). Residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. Approximately one-quarter of area households earned less than \$15,000 in 2010.

There are approximately 6,379 housing units in the half-mile area, 5,738 which are occupied. Of these occupied units, 59.9 percent are owner-occupied.

### Zoning and Land Use

The parcels on the Benson Highway corridor are zoned for both commercial and residential uses. Approximately 81 parcels are dedicated to commercial uses (24.2 percent).

### Density

The Benson Highway Commercial Corridor has a population density per square mile that ranges from approximately zero to 11,821.

### Ownership

According to Pima County Assessor’s records, more than 45 percent of parcels are owned by private, multiple owners.

### Crime

The City of Tucson Police Department responded to approximately 339 incidents between January 1 and July 30, 2012 on the designated corridor.

### Accessibility

In terms of the pedestrian environment, the majority of parcels do not have curbs or sidewalks. Furthermore, most of the corridor does not offer street lighting. In terms of shade, approximately one-quarter of the parcels have trees in the right of way. Based on these

factors, of the five commercial corridors studied, Benson Highway is the least “pedestrian-friendly.”

For bicyclists, there is a continuous bike lane along Benson Highway but riders must be comfortable with high automobile traffic speed (40-45 mph) and traffic volume. Only three out of 110 businesses offer bike parking.

The corridor caters to automobile access, with daily traffic volume ranging from 8,405 to 28,100, and the majority of businesses (85 percent) offer car parking.

The designated five-mile corridor is served by three bus routes.

### Building Conditions and Grounds Conditions

More than half (57.3 percent) of business properties on the Benson Highway Corridor are in ‘Good’ condition. Approximately 34.5 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs. Eight structures are in ‘Poor’ condition, indicating a need for repairs on the order of \$15,000 to \$50,000.

Approximately 30.0 percent of business properties on the Benson Highway Corridor do not have landscape or grounds to assess. Almost one-quarter of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the condition of vacant lots on the corridor. More than 85 percent of vacant lots had landscapes in poor condition and 95/103 lots had litter at the time of the windshield survey.

### Vacancy

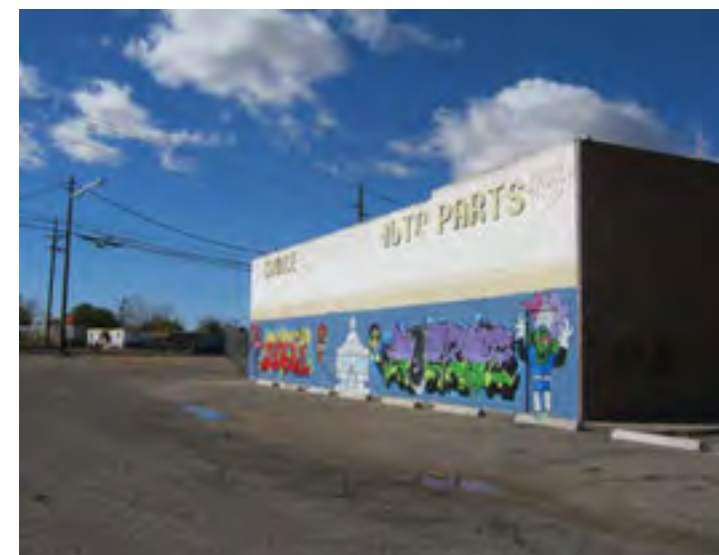
At the time of the windshield survey, eight out of 110 business properties within the designated corridor area were identified as vacant (7.3 percent).

According to census data for one-quarter mile on either side of Benson Highway within the designated area, the total housing vacancy rate is 10.0 percent.



The rural character of the Benson Highway Commercial Corridor



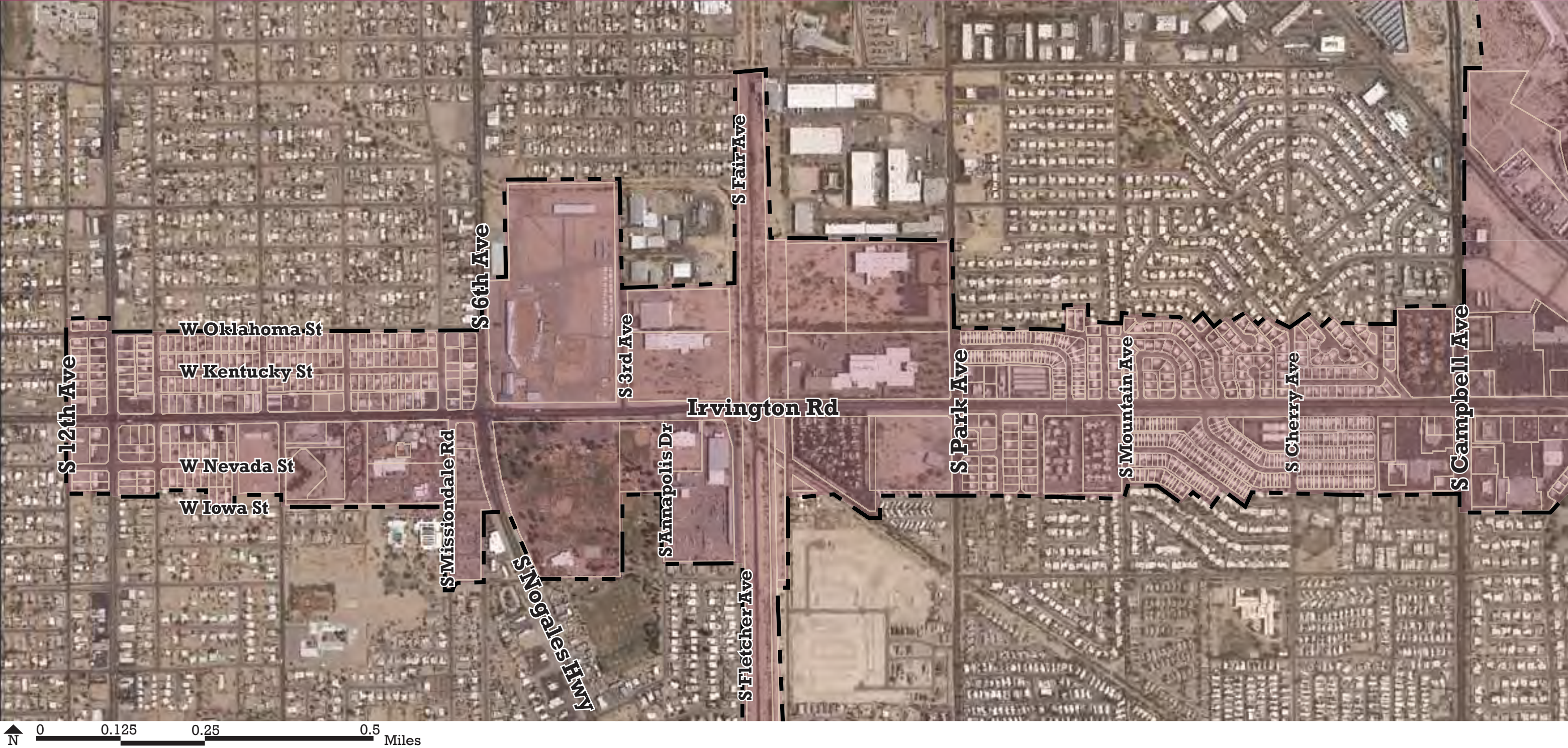


Examples of residences on the designated Benson Highway Commercial Corridor

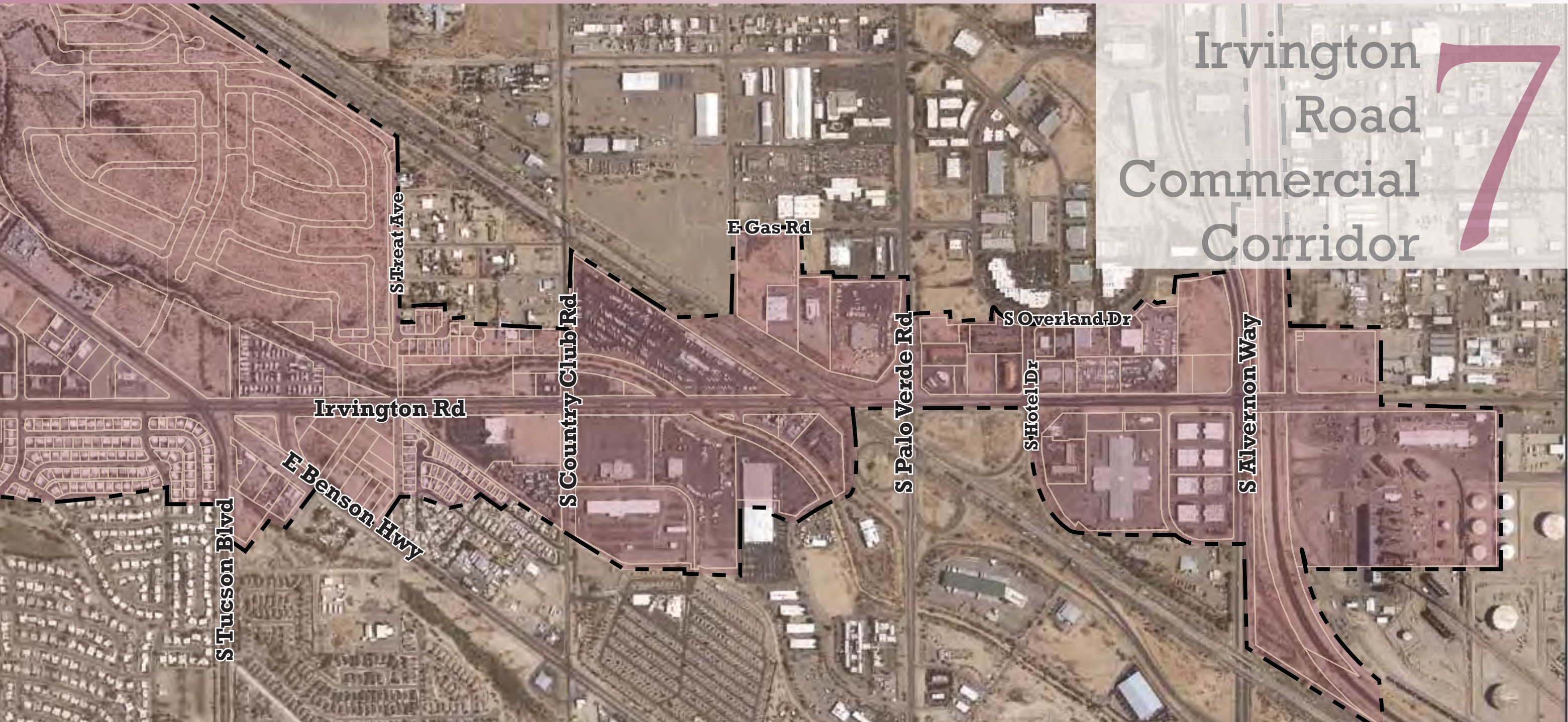
Examples of businesses on the designated Benson Highway Commercial Corridor



7. Irvington Road







# Irvington Road Commercial Corridor

7

7. Irvington Road

Commercial Corridor Introduction	156	Airport Zones	174
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The designated Irvington Road Commercial Corridor crosses Interstate 10 and extends from 12th Avenue (west) to Alvernon Way (east). The corridor is approximately four miles long (see Figure 7.1).

[illegible]156 *Pima County NSP2 Commercial Corridor Profile Volume IV*



**Neighborhoods**  
Sections of the designated Irvington Road Commercial Corridor lie within the boundaries of established neighborhoods. These neighborhoods include Fairgrounds and Bravo Park Lane Neighborhoods to the north, Sunnyside and Cherry Avenue Neighborhoods to the south, and Rose Neighborhood to the west (see Figure 7.2).



**Figure 7.2: Surrounding Neighborhoods-Irvington Road Commercial Corridor**  
Sources: City of Tucson and the Pima County GIS Library, 2012.



Entrance to the Tucson Rodeo Grounds

Demographics and Housing Characteristics

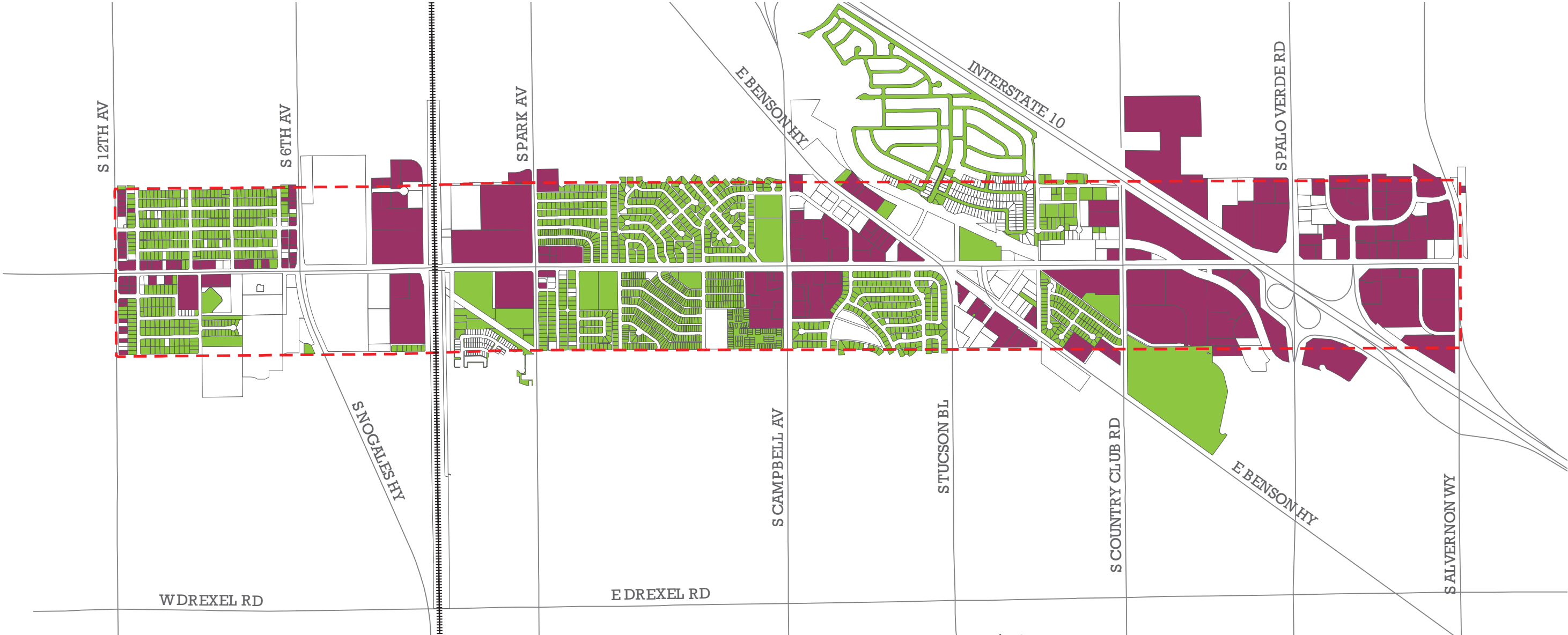
Statistics are provided for the half-mile area (one-quarter mile on each side of the corridor) (see Figure 7.3).

Institute (ESRI), Community Analyst Data Service.<sup>1</sup> Statistics are from the 2010 U.S. Census unless otherwise noted.

<sup>1</sup> <http://communityanalyst.esri.com/cao>.

The latest U.S. Census data for the half-mile area are provided by the Environmental Systems Research

7. Irvington Road



**Figure 7.3: Demographic Data Collection Area- Irvington Road Commercial Corridor**  
Demographic and housing data obtained for the half-mile area (quarter mile on each side) of the designated Irvington Road Commercial Corridor. Sources: Pima County GIS Library and Pima County Assessor, 2012.

- 1/2 Mile Area
- Commercial
- Residential
- Other



Demographics

Table 7.1: Demographics-Irvington Road Commercial Corridor Half-Mile Area

	Irvington Road Commercial Corridor	Tucson	Pima County
Total Population	7,970	520,116	980,263
Total Households	2,763	205,390	388,660
Median Age	29.2	33.1	37.6
Percent Under 18	31.9%	23.3%	23.0%
Percent Over 65	8.4%	11.9%	15.4%
Median Household Income	\$24,706	\$35,499	\$42,138
Percent Hispanic	85.0%	41.6%	34.6%
Percent High School Graduate or Higher	64.7%	83.1%	86.3%
Percent Bachelor's Degree or Higher	8.0%	24.8%	29.0%
Percent in Poverty	26.8%	17.8%	13.7%

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of education and poverty, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

Housing Characteristics

Table 7.2: Housing Characteristics-Irvington Road Commercial Corridor Half-Mile Area

	Irvington Road Commercial Corridor	Tucson	Pima County
Median Home Values (owner-occupied units)	\$112,788	\$169,900	\$196,900
Median Year Householder Moved into Unit	2002	2003	2002
Percent Owner-Occupied	50.4%	51.9%	64.1%
Average Household Size	2.88	2.43	2.46
Single-Family Units	63.8%	59.5%	66.0%
Percent Vacant Housing Units	13.7%	10.6%	11.9%
Total Number of Housing Units	3,202	229,762	440,909

Sources: All statistics are from the 2010 U.S. Census (ESRI) with the exception of median home values, year householder moved into unit, and single-family units, which come from the American Community Survey 2005-2009 5-year estimates (ESRI).

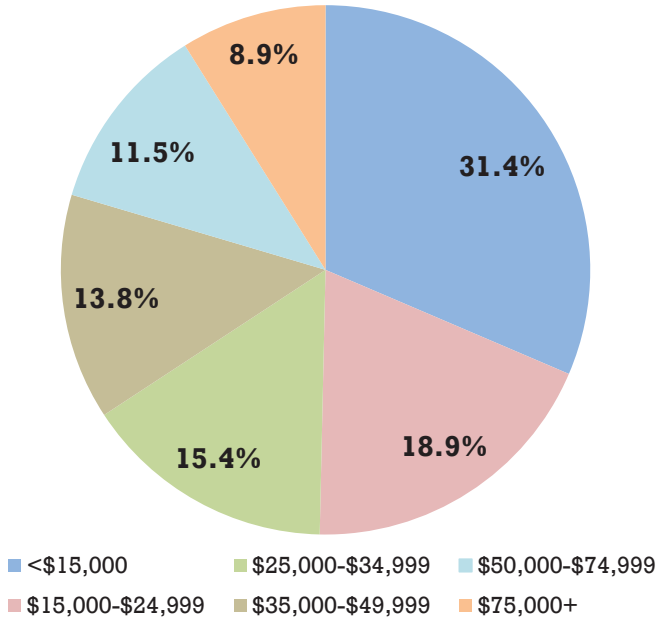


Figure 7.4: Household Income-Irvington Road Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 7,970 residents living in the half-mile area along the Irvington Road Corridor (one-quarter mile on each side of the corridor). Compared to the City of Tucson and Pima County, residents are young with a median age of 29.2. In fact, more than 30 percent of residents are under the age of eighteen (see Table 7.1).

In terms of ethnicity, the area is largely Hispanic (85.0 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as American Indian (4.3 percent compared to 2.7 percent in the City of Tucson).

Education and income statistics reveal that residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson. More than 30.0 percent of area households earned less than \$15,000 in 2010 (Figure 7.4).

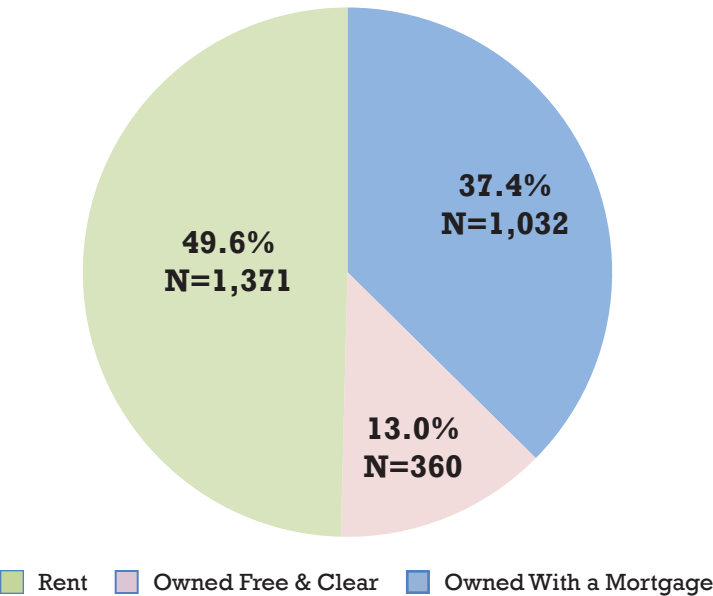


Figure 7.5: Households by Tenure and Mortgage Status-Irvington Road Commercial Corridor (1/2 mile area) 2010 U.S. Census (ESRI)

There are approximately 3,202 housing units in the half-mile area, 2,763 which are occupied. Of these occupied units, 50.4 percent are owner-occupied. This is lower than the owner-occupied rate for Pima County (64.1 percent) and the City of Tucson (51.9 percent) (see Table 7.2). A small proportion of households (13.0 percent) own their home without a mortgage (Figure 7.5).

The median home values of all owner-occupied units are significantly lower than the city and county. The median home value in the area within one-quarter mile of the corridor is \$112,788, compared to \$169,900 in the City of Tucson and \$196,900 in Pima County.

Zoning

Zoning

The parcels on the Irvington corridor are zoned for C-1, C-2, O-3, I-1/CI-1, and residential uses (see Figure 7.6. Table 7.3 explains these zoning classifications in detail.

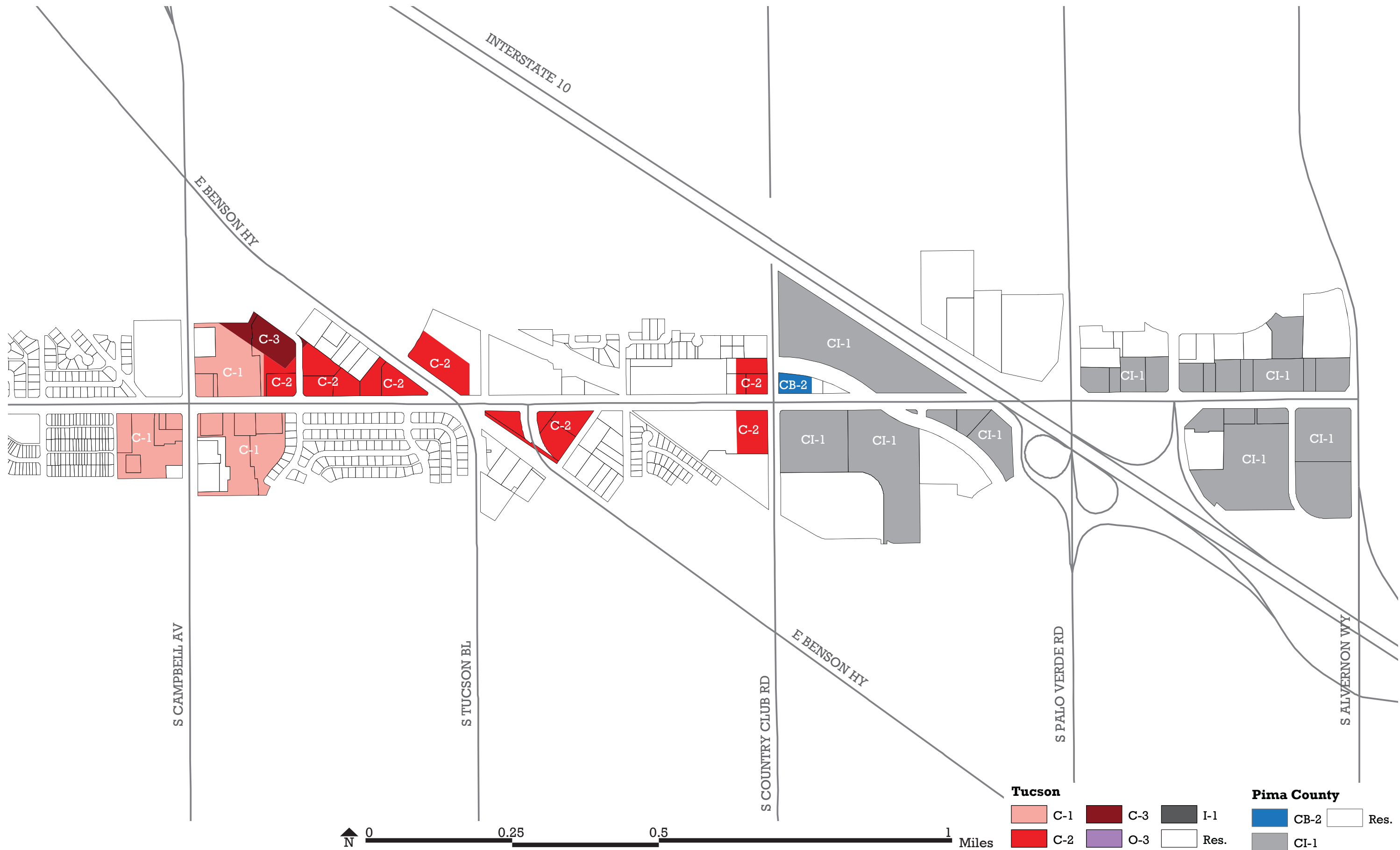
Table 7.3: Zoning Classifications-City of Tucson/Pima County

C-1	Local Commercial: A restrictive commercial zone, limited to retail sales with no outside display/storage. Office and residential development permitted. Restaurants permitted.
C-2 C-3 CB-2	General and Intensive Commercial: Retail commercial with wholesale; nightclubs, bars, amusement enterprises. Full range of automotive activities. Limited manufacturing permitted.
O-3	Office: Professional and semiprofessional office, high density residential developments, limited research and development uses.
I-1 CI-1	Light Industrial: Commercial, industrial, and manufacturing uses.
P-I	Park Industrial: Administrative, manufacturing, and wholesale activities carried on entirely within an enclosed structure.
R-2	Medium Density Residential: Multifamily and single-family.
R-3	High Density Residential: Primarily for apartment houses; single-family development permitted.



Figure 7.6: Zoning-Irvington Road Commercial Corridor  
Sources: City of Tucson Development Services and Pima County GIS Library, 2012.





Land Use and Service Area

Approximately 80 parcels out of 233 on the Irvington Road Commercial Corridor are dedicated to commercial uses (34.3 percent).

Because some parcels contain multiple businesses, Table 7.4 below shows the breakdown of business types and other uses along the corridor.

Drachman Institute defined the service area for each business as either “local” (serves the general vicinity); “metropolitan” (serves the greater metropolitan area); or “regional” (serves the region).

On the designated corridor, 93 businesses are identified as having a local service area, 16 businesses are identified as having a metropolitan service area, and 11 businesses are identified as having a regional service area.

Table 7.4: Detailed Land Use Data-  
Irvington Road Commercial Corridor

Land Use	Number	Percentage
Auto Related	14	5.5%
Bank and Cash Services	4	1.6%
Beauty Services	11	4.3%
Education	3	1.2%
General Merchant	25	9.8%
Government	5	1.9%
Grocery/Market/Convenience Stores	7	2.8%
Health Related	5	1.9%
Hotel	2	0.8%
Office	5	1.9%
Parking	2	0.8%
Religious	2	0.8%
Residential	86	33.9%
Restaurants/Fast Food	20	7.9%
Transportation Related	1	0.4%
Vacant Lot	34	13.4%
Vacant Business	7	2.8%
Other*	21	8.3%
Total	254	100.0%

\*Includes storage, social services, and other uses not classified.

Source: Drachman windshield survey, 2012.



Figure 7.7: Land Use-Irvington Road Commercial Corridor  
Examples of “institutional” land use include: soup kitchen, church, Masonic Lodge, and private schools. Source: Drachman windshield survey, 2012

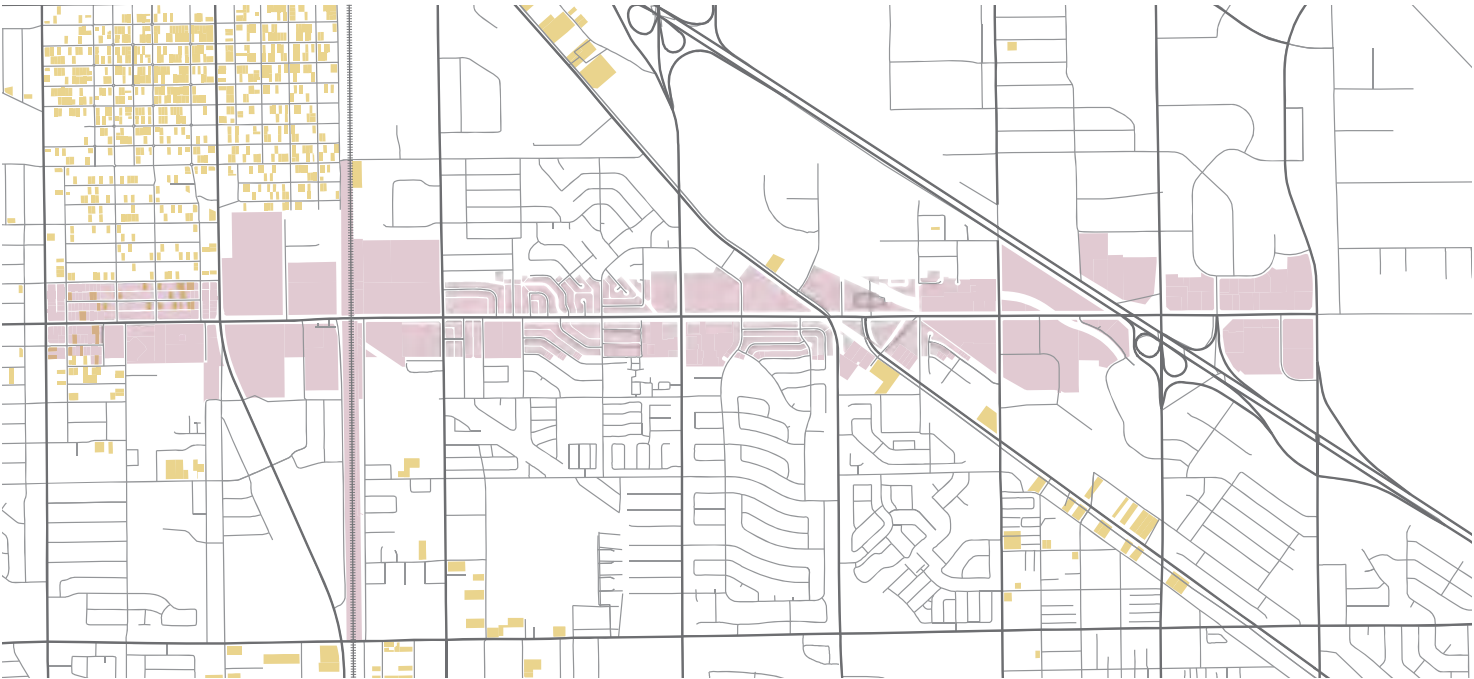




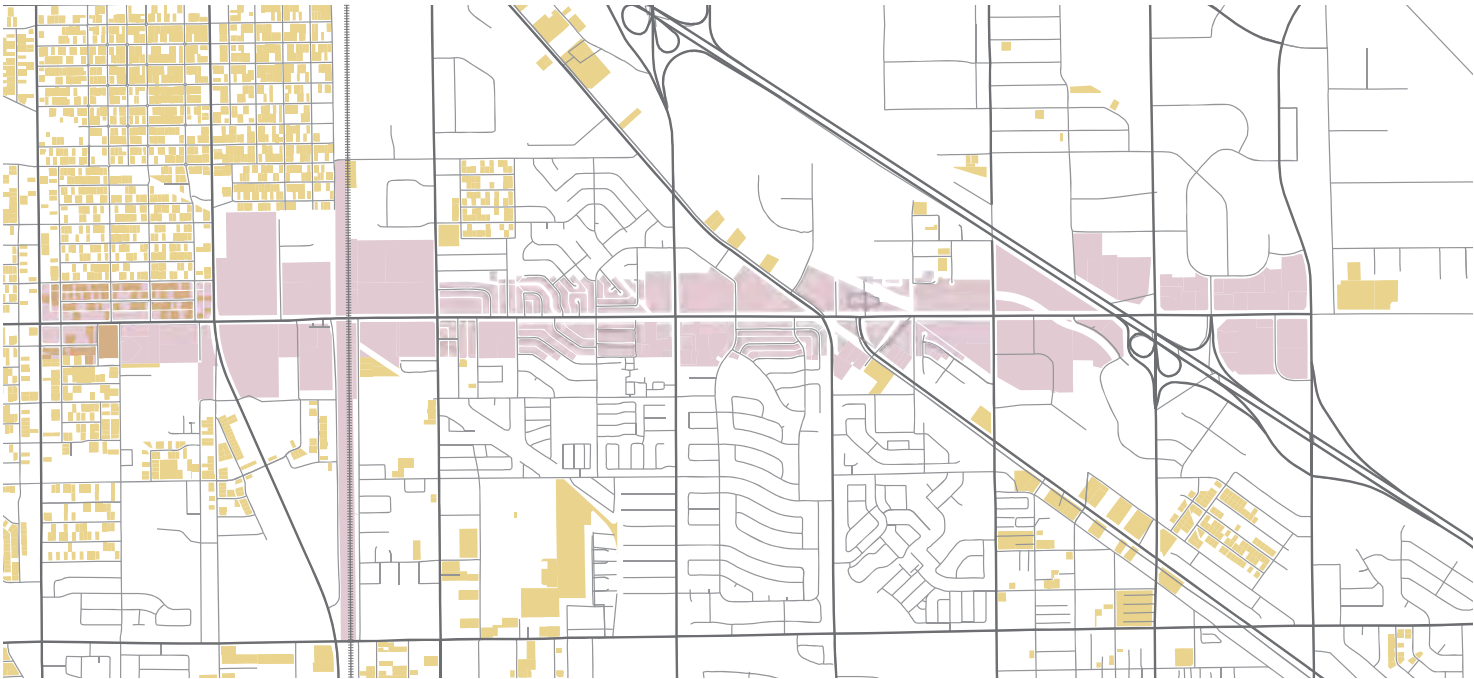
Development Patterns

A series of maps in Figure 7.8 shows the surrounding parcel development over time.

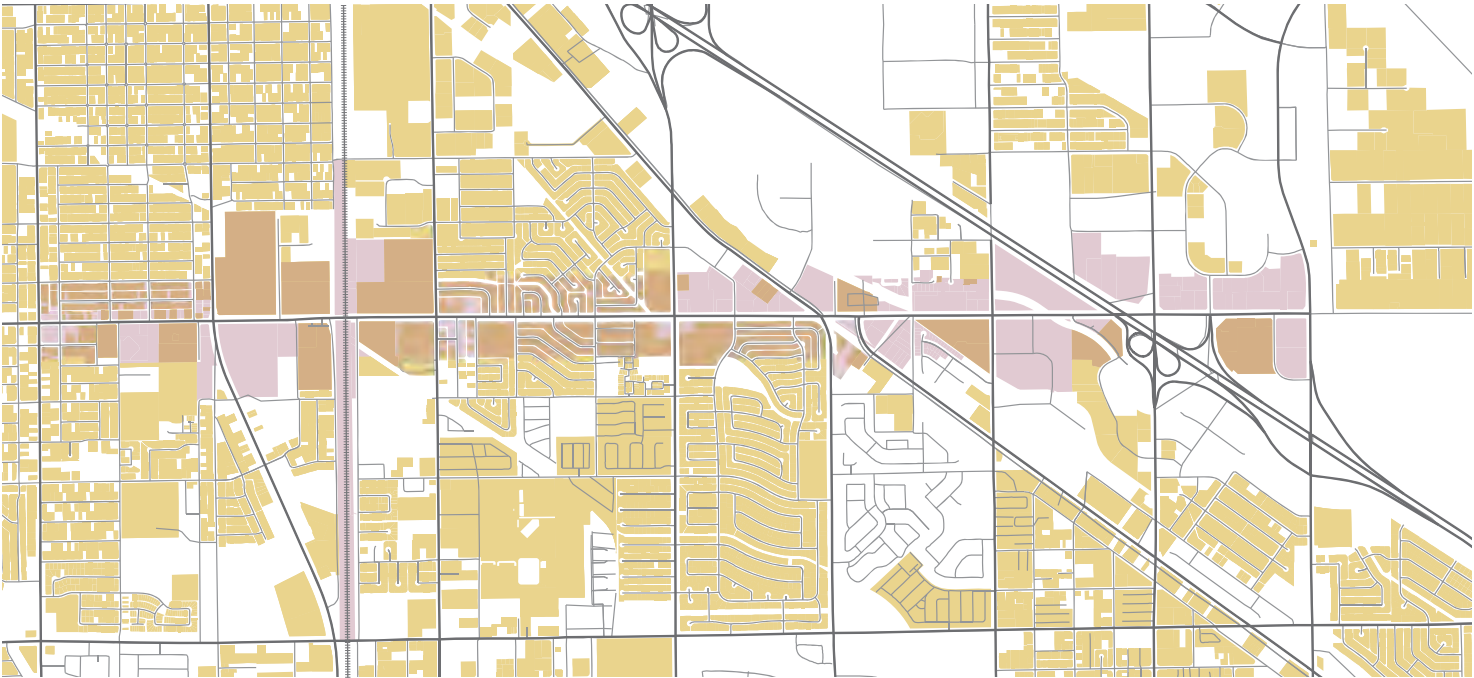
7. Irvington Road



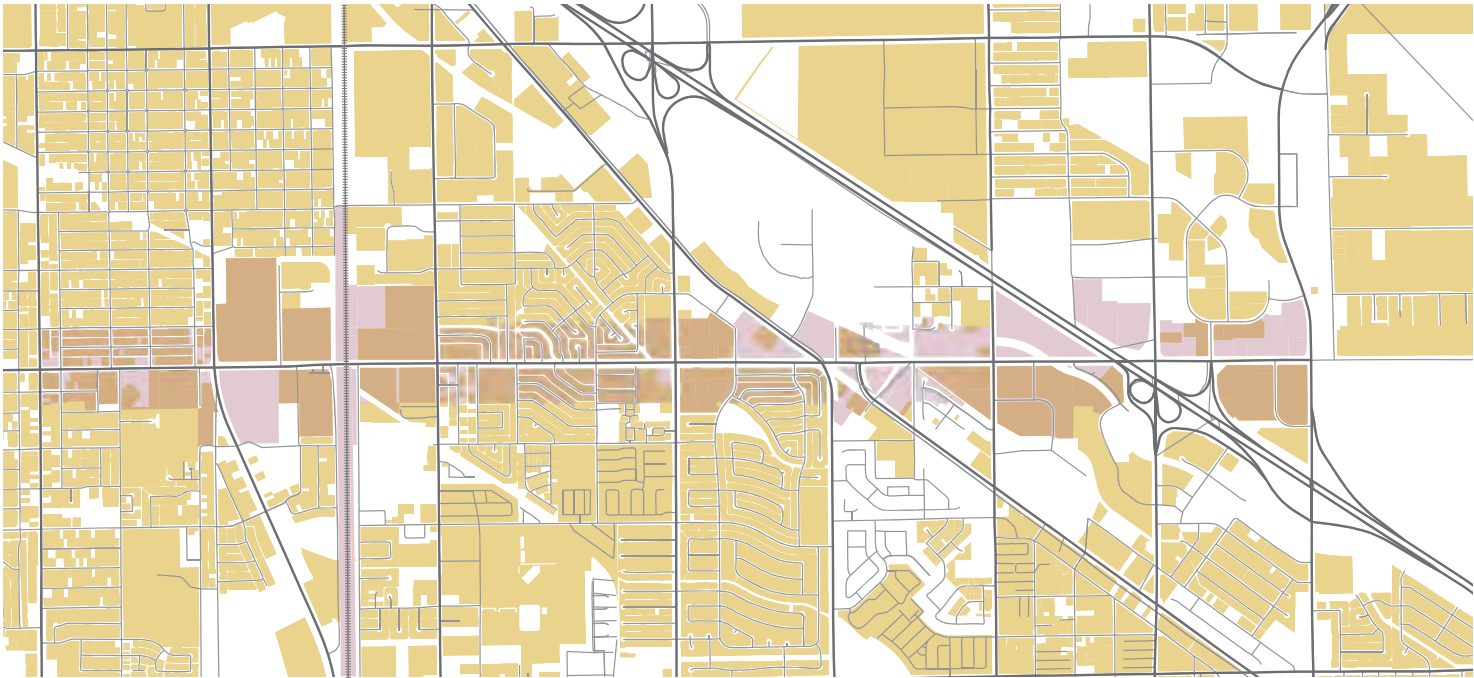
Irvington Road Commercial Corridor 1949



Irvington Road Commercial Corridor 1959



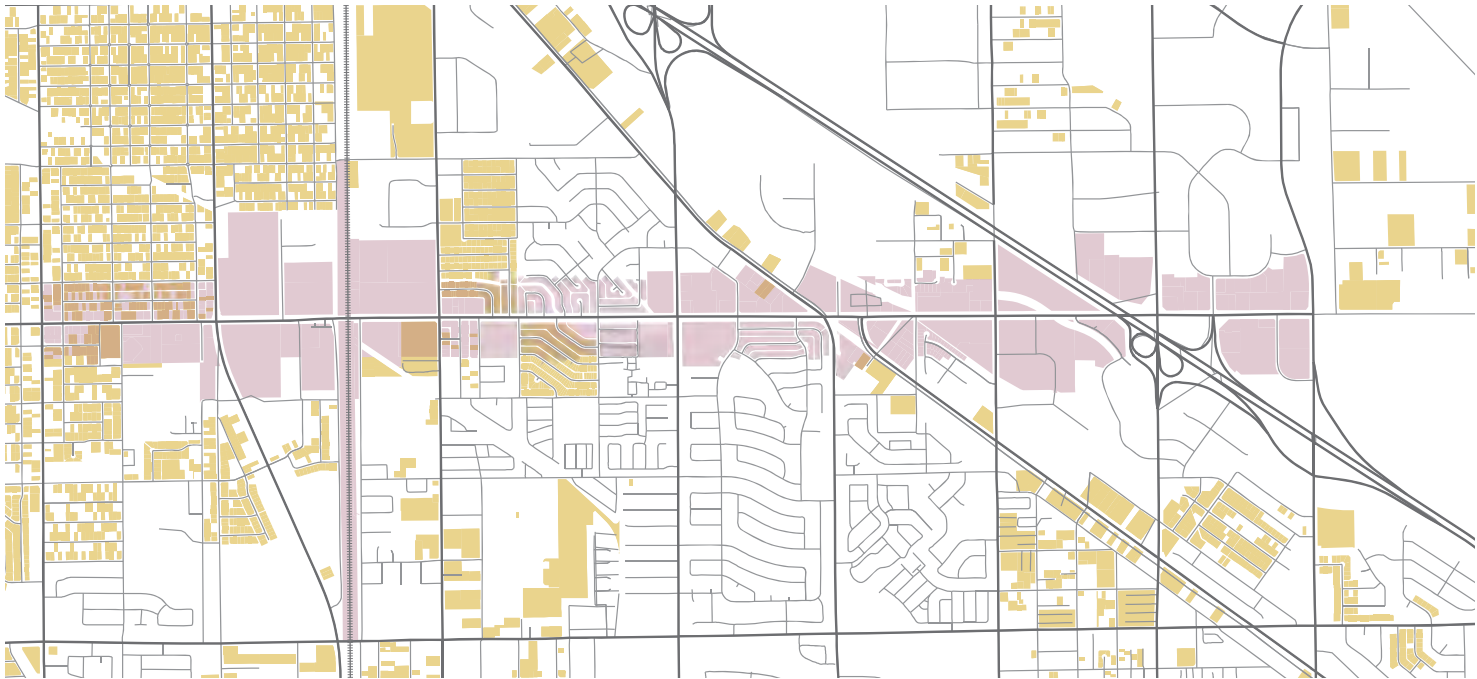
Irvington Road Commercial Corridor 1989



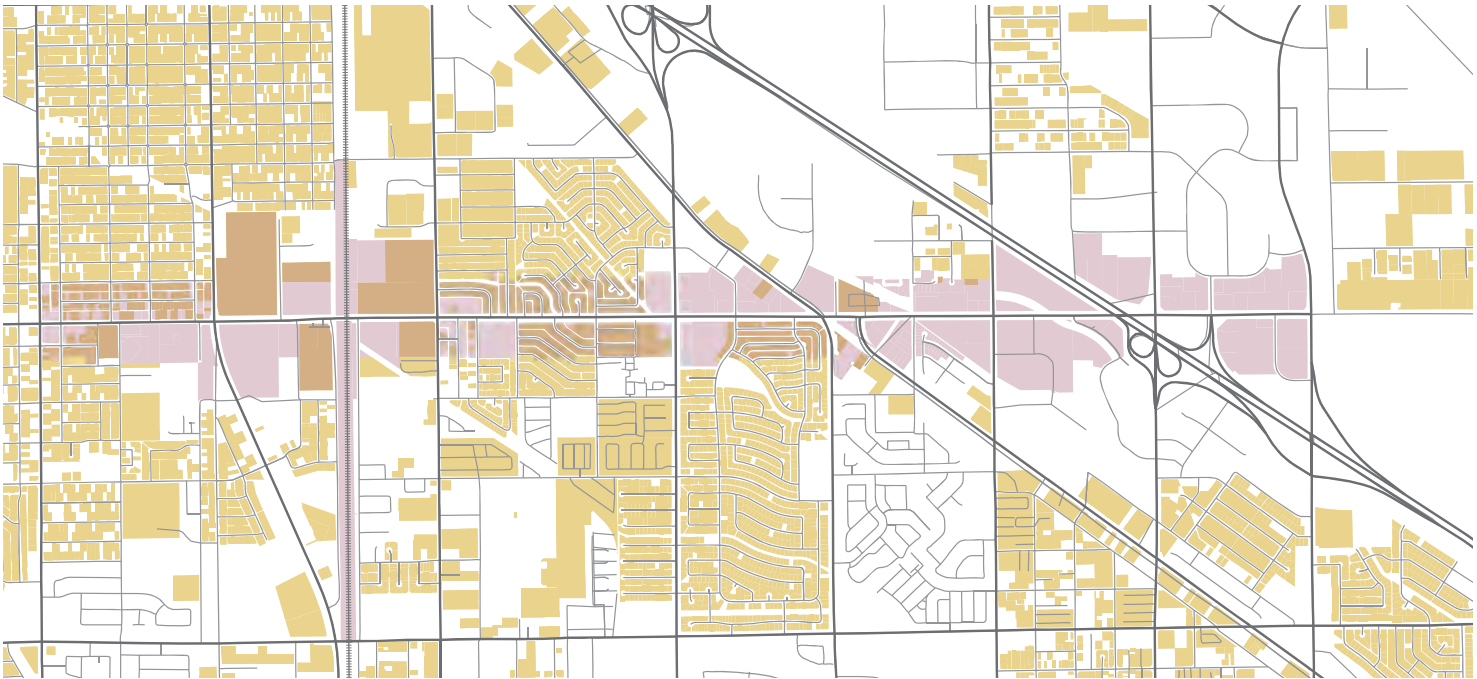
Irvington Road Commercial Corridor 1999

**Figure 7.8: Parcel Development Over Time-Irvington Road Commercial Corridor**  
Source: Pima County GIS, 2010.

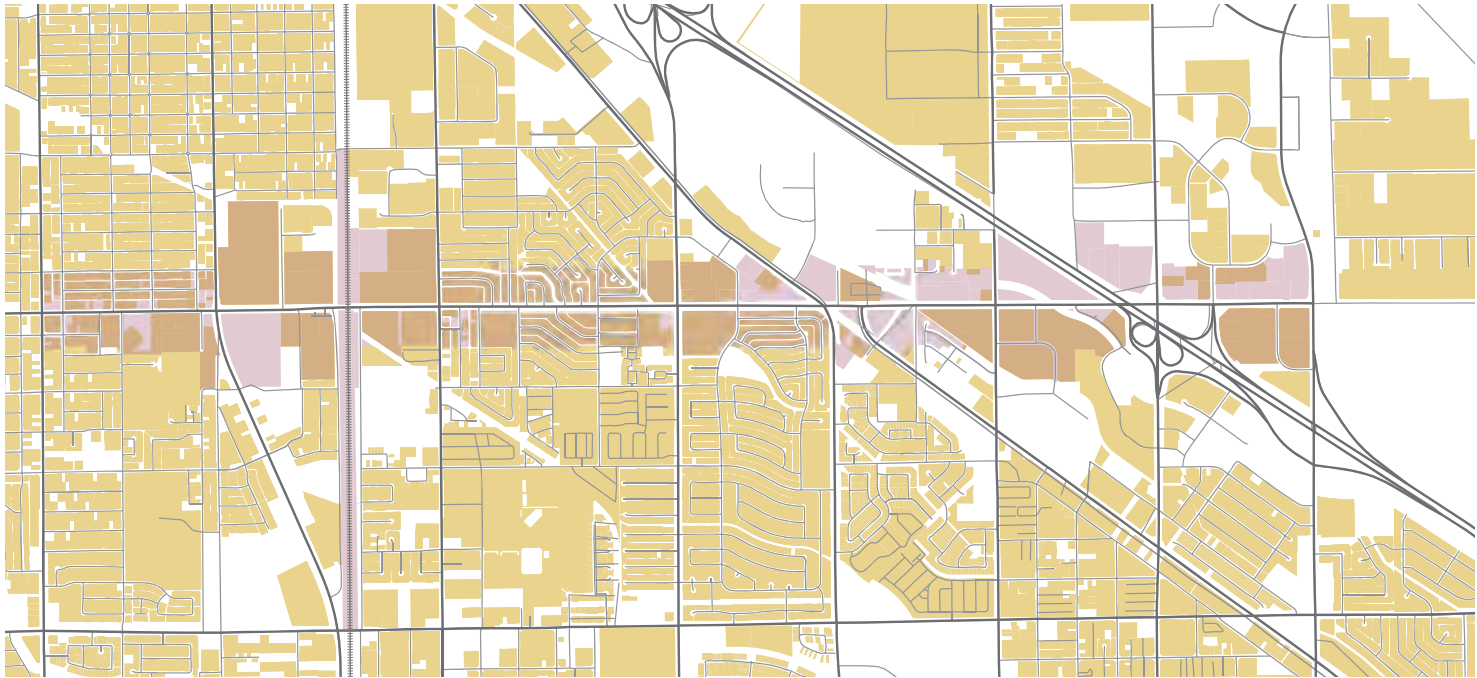




Irvington Road Commercial Corridor 1969



Irvington Road Commercial Corridor 1979



Irvington Road Commercial Corridor 2010



**Density**  
The Irvington Road Commercial Corridor has a population density per square mile that ranges from approximately zero to 21,253 for the block groups directly on Irvington Road (see Figure 7.9).

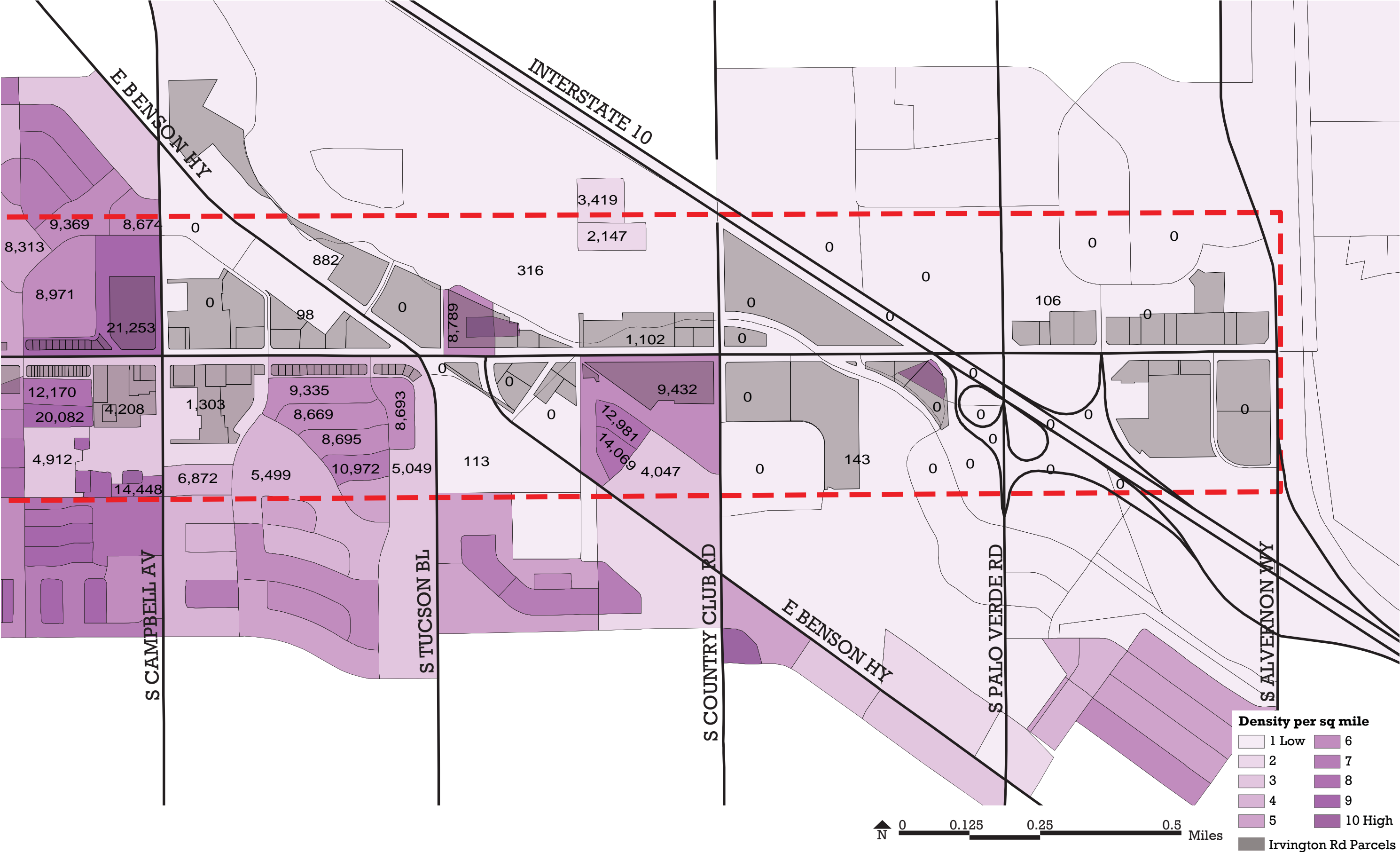
An area of higher density appears at the northwest corner of South Campbell Avenue and Irvington Road.

7. Irvington Road



**Figure 7.9: Population Density by Block Group-Irvington Road Commercial Corridor**  
The red dashed line represents 1/4 mile on either side of Irvington Road Commercial Corridor.  
Source: Pima County GIS, 2010 U.S. Census data.





**Ownership**  
Figure 7.10 displays ownership of parcels according to Pima County Assessor's records as of February 2013. Almost half of the area parcels are owned by private, multiple owners.

**Table 7.5: Parcel Ownership Data-  
Irvington Road Commercial Corridor**

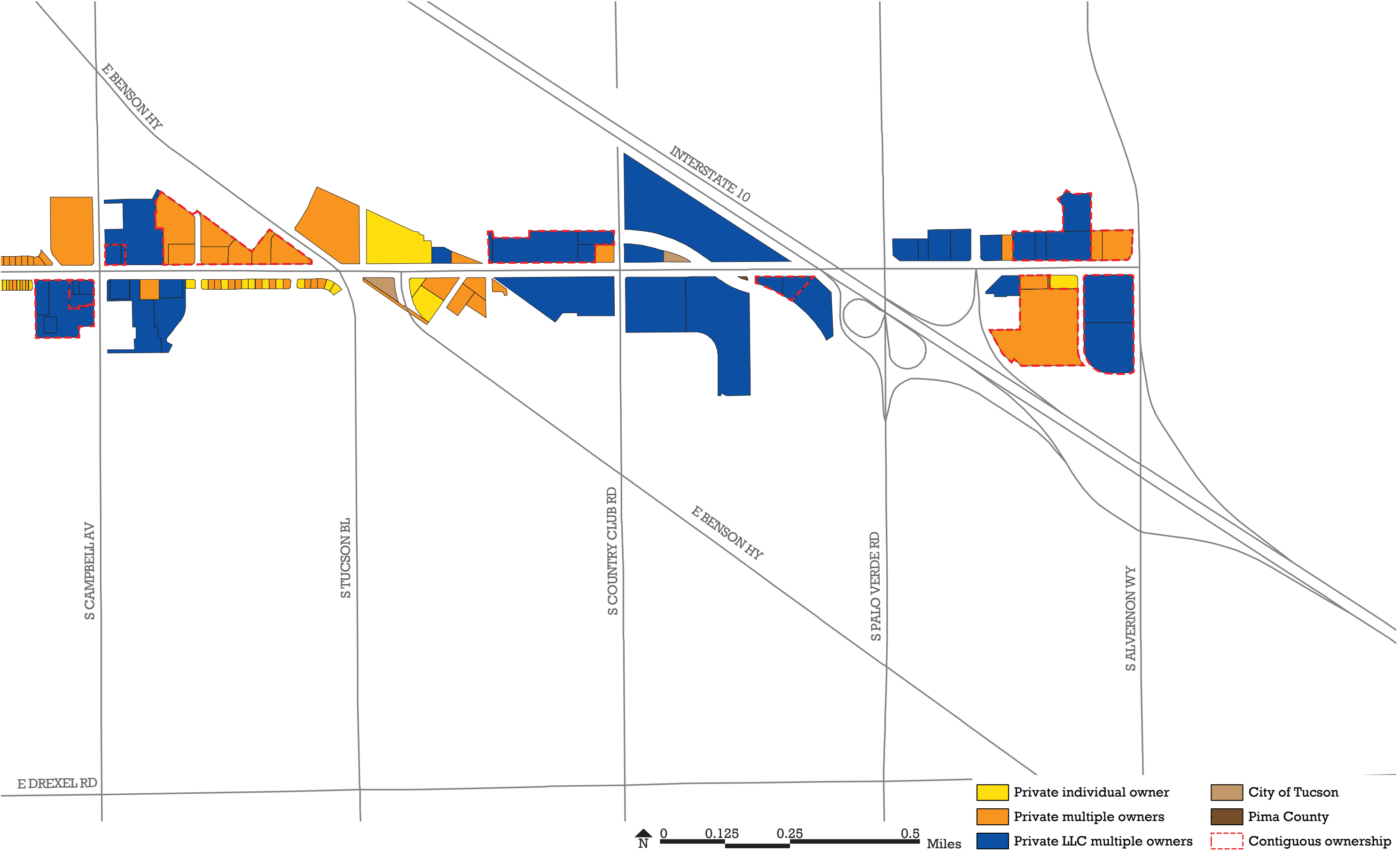
Ownership	# Parcels	% Parcels
City	12	5.2%
Pima County	1	0.4%
Private Individual	54	23.4%
Private Multiple Owners	108	46.8%
Private LLC Multiple Owners	56	24.2%
Total	231	100%

Source: Pima County Assessor's Records, 2013.



**Figure 7.10: Ownership-Irvington Road Commercial Corridor**  
Sources: Pima County Assessor and Pima County GIS Library.

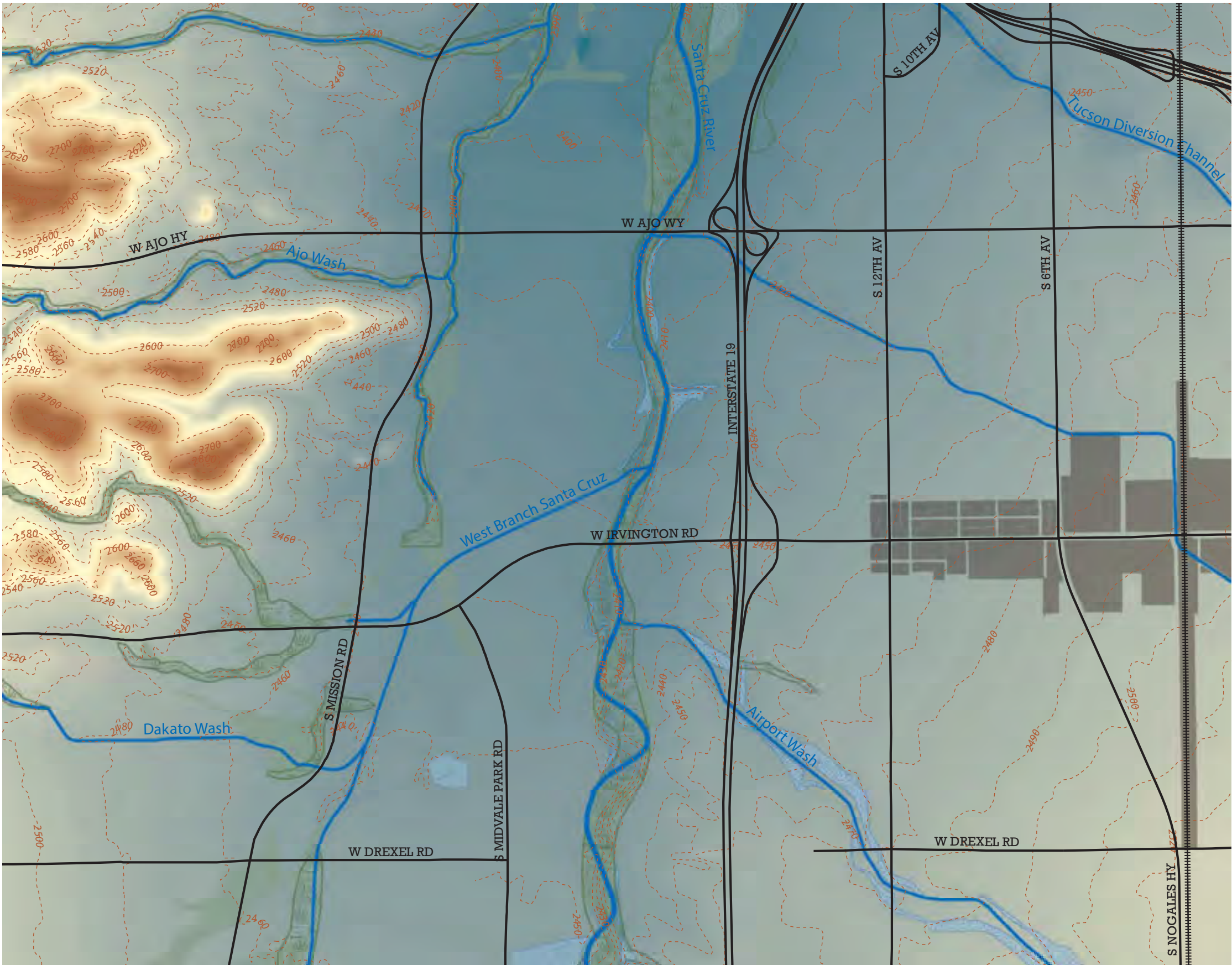




Hydrology and Drainage

Rodeo Wash and Julian Wash pass under the Irvington Road Commercial Corridor and flow to the Santa Cruz River (see Figure 7.11). Please note the following information\* for figure 7.11:

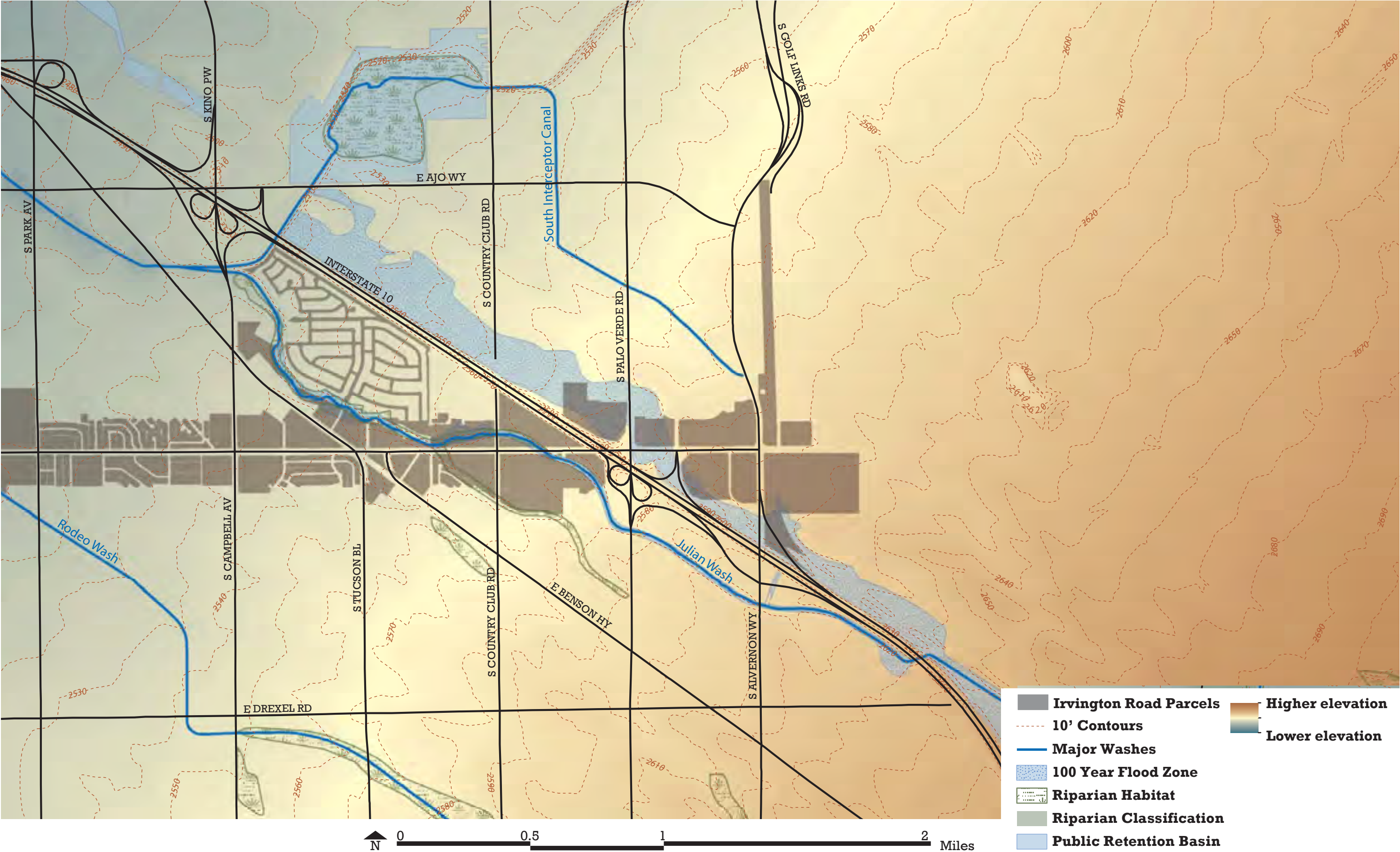
- Figure 7.11 only includes major washes with a flow greater than 2000 cubic feet per second (CFS).
- 100 year flood zone according to FEMA (Federal Emergency Management Agency).
- Riparian Habitat: Areas include various types of riparian habitat, deciduous riparian woodland, and mesquite bosques. Map does not distinguish between various types.
- Riparian Classification: Shows the location of various riparian classifications, including Hydroriparian, Mesori-parian, and Xerori-parian Classes, which are specific definitions of plant communities based on plant community structure and composition, vegetation density, and the availability of water. Map also includes the Important Riparian Area Classification (IRA). The IRA classification was developed as part of the Sonoran Desert Conservation Plan (SDCP) and is part of the Conservation Lands system. These designations are used to determine the type and amount of mitigation required when developing a mitigation plan.
- Public Retention Basin: The land areas upon which a publicly owned detention or retention basin is located.



**Figure 7.11: Hydrology and Drainage-Irvington Road Commercial Corridor**  
Sources: Pima County Flood Control District and Pima County GIS Library, 2012.

\*Source: Pima County GIS Library 2012.





7. Irvington Road

Contamination

The Thomas O. Price Service Center, located in Fairgrounds Neighborhood (north of the Irvington Road Corridor), has been a primary fueling facility for the City of Tucson since 1972. The facility maintains underground storage tanks (USTs) for gasoline and diesel.<sup>1</sup>

In June of 1989, fuel leakage was discovered in the soil below the fueling tanks and the City of Tucson began subsurface and groundwater investigations. They discovered that gasoline had permeated the soil to a clay layer 90 feet below the site which is in the upper groundwater zone.

The tanks were emptied and removed in the early 1990s. Today, the City operates 67 shallow and lower groundwater monitoring and remediation wells to detect gasoline in the upper groundwater zone. They also operate two soil vapor extraction systems to remove any contamination in the soil. The site is considered an active clean-up site and costs approximately \$95,000 per year in maintenance.

Although groundwater contamination has been detected, there are no Tucson Water drinking wells nearby. See Figure 7.12 for information on groundwater contamination risk. Groundwater pollution potential is based on seven weighted hydrogeologic parameters of the region. General activities of concern are landfills, feed lots, septic systems, roadway runoff, cemeteries, and leaking underground storage tanks.

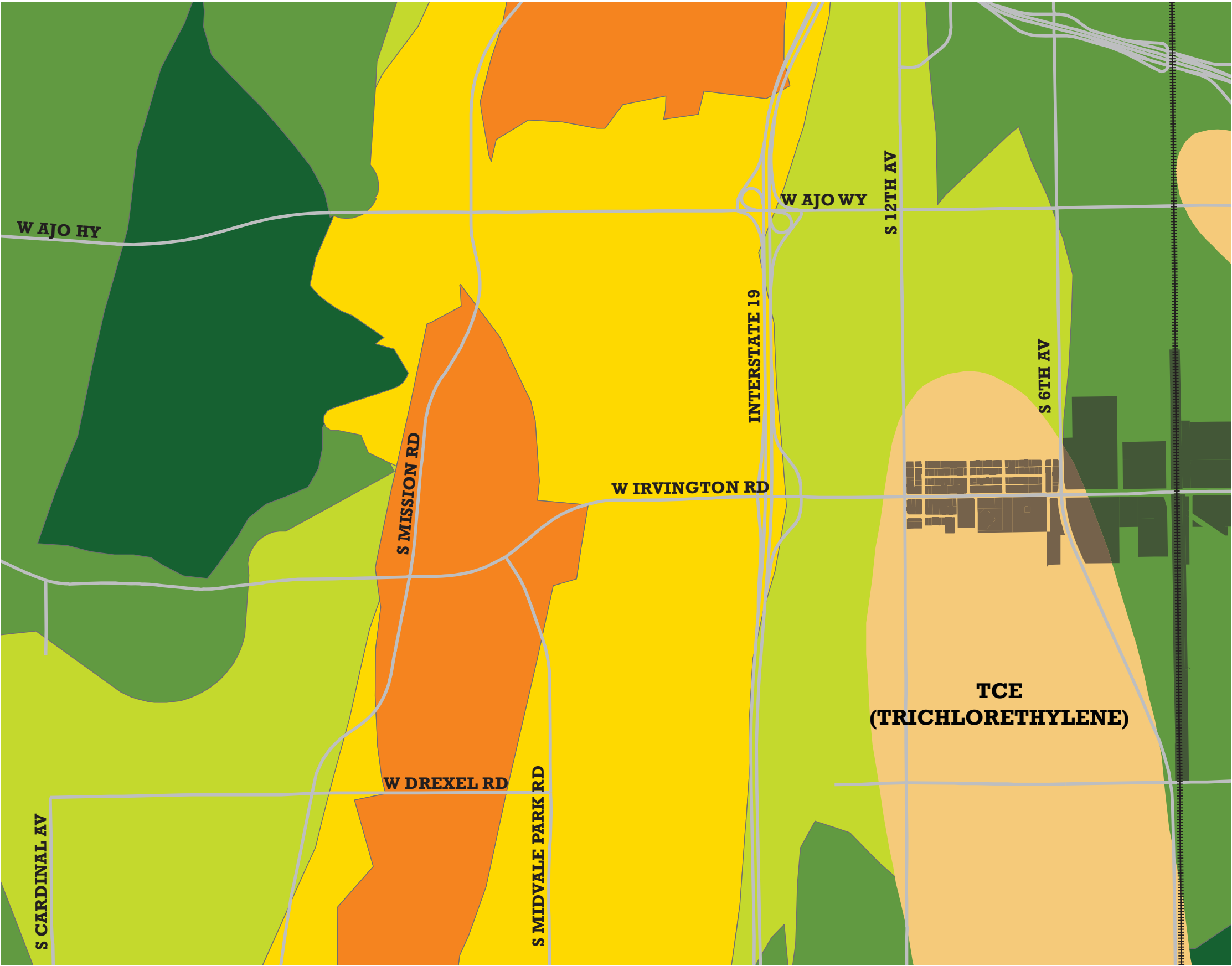
TIAA Superfund

The west end of the Irvington Road Commercial Corridor is included in the approximately ten square mile Tucson International Airport Area (TIAA) Superfund Site.<sup>2</sup>

The history of contamination in this area goes back to 1942 and has included discharge of aircraft liquids and other wastes directly into the soil, fire drill training areas where wastes from training operations were left in unlined pits, and unlined landfills. In 1988, the EPA treated the groundwater contamination plume north of Los Reales Road by pumping and air stripping the contaminated groundwater, followed by discharging the treated water to the municipal water distribution system. While current human exposures on-site are considered under control, groundwater contamination migration is not.

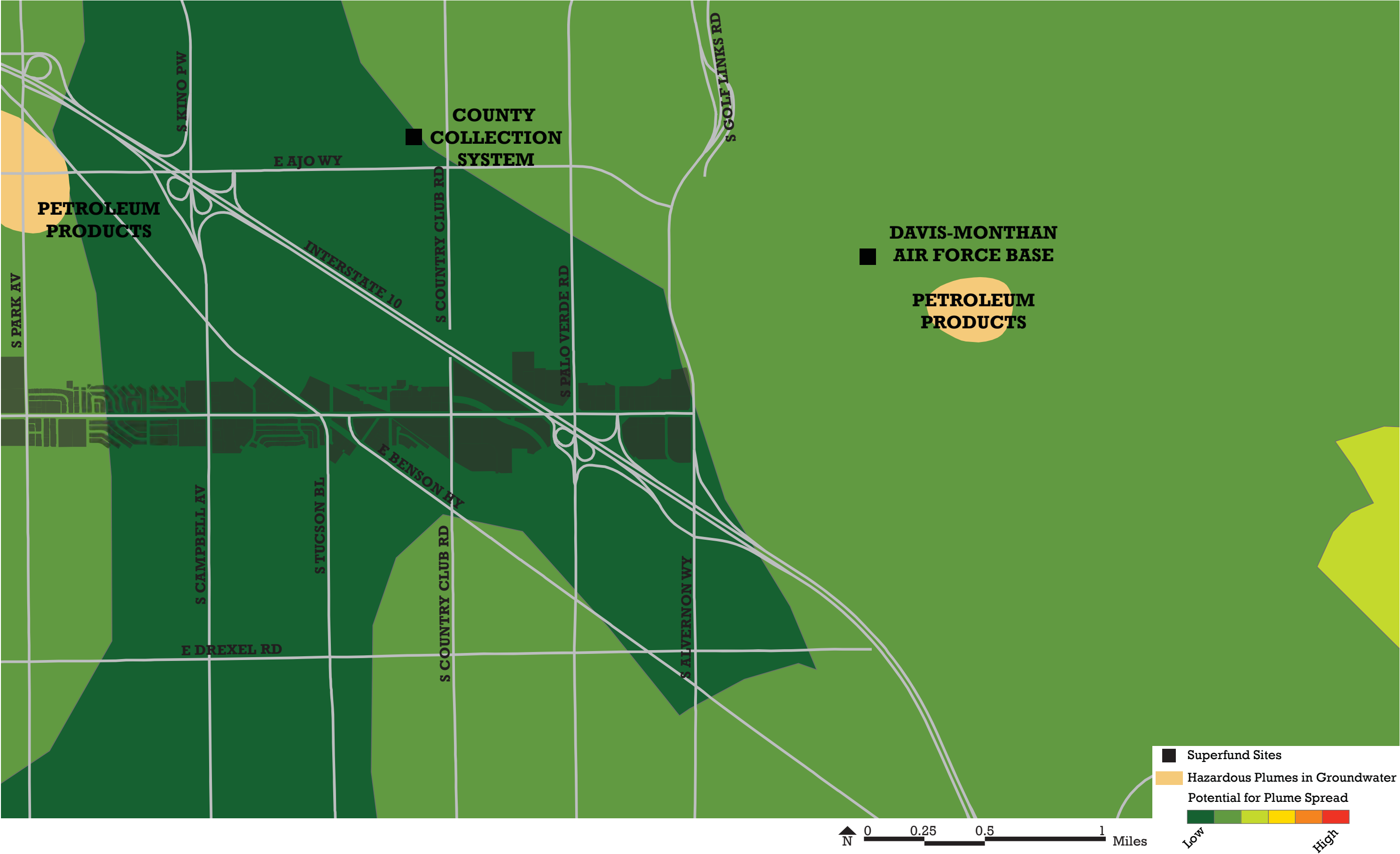
<sup>1</sup> Information for this section taken from <http://dot.tucsonaz.gov>.

<sup>2</sup> Source: [www.epa.gov/region09/TucsonAirport](http://www.epa.gov/region09/TucsonAirport)



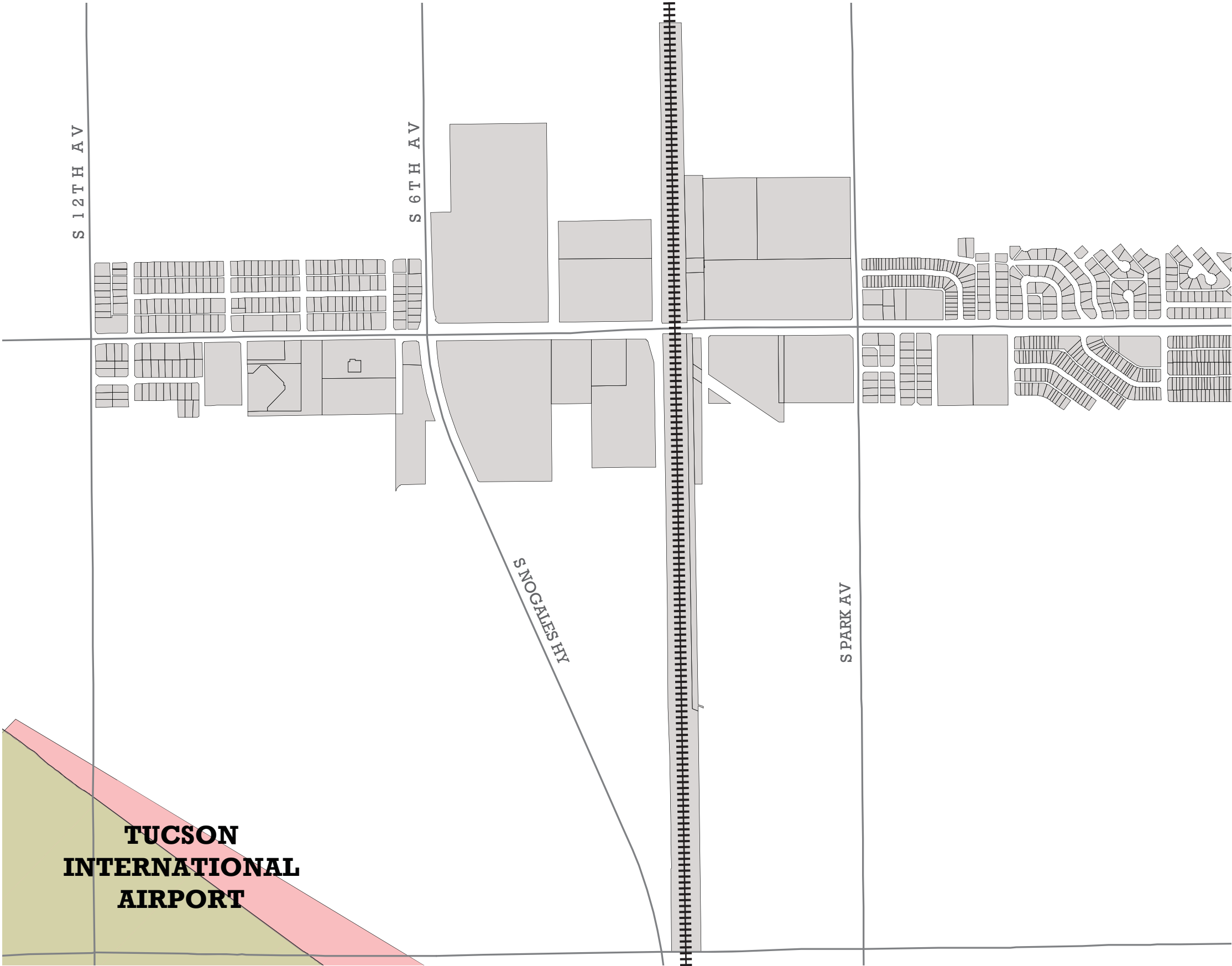
**Figure 7.12: Contamination-Irvington Road Commercial Corridor**  
Sources: Pima County Department of Environmental Quality and Pima County GIS Library, August 2011.





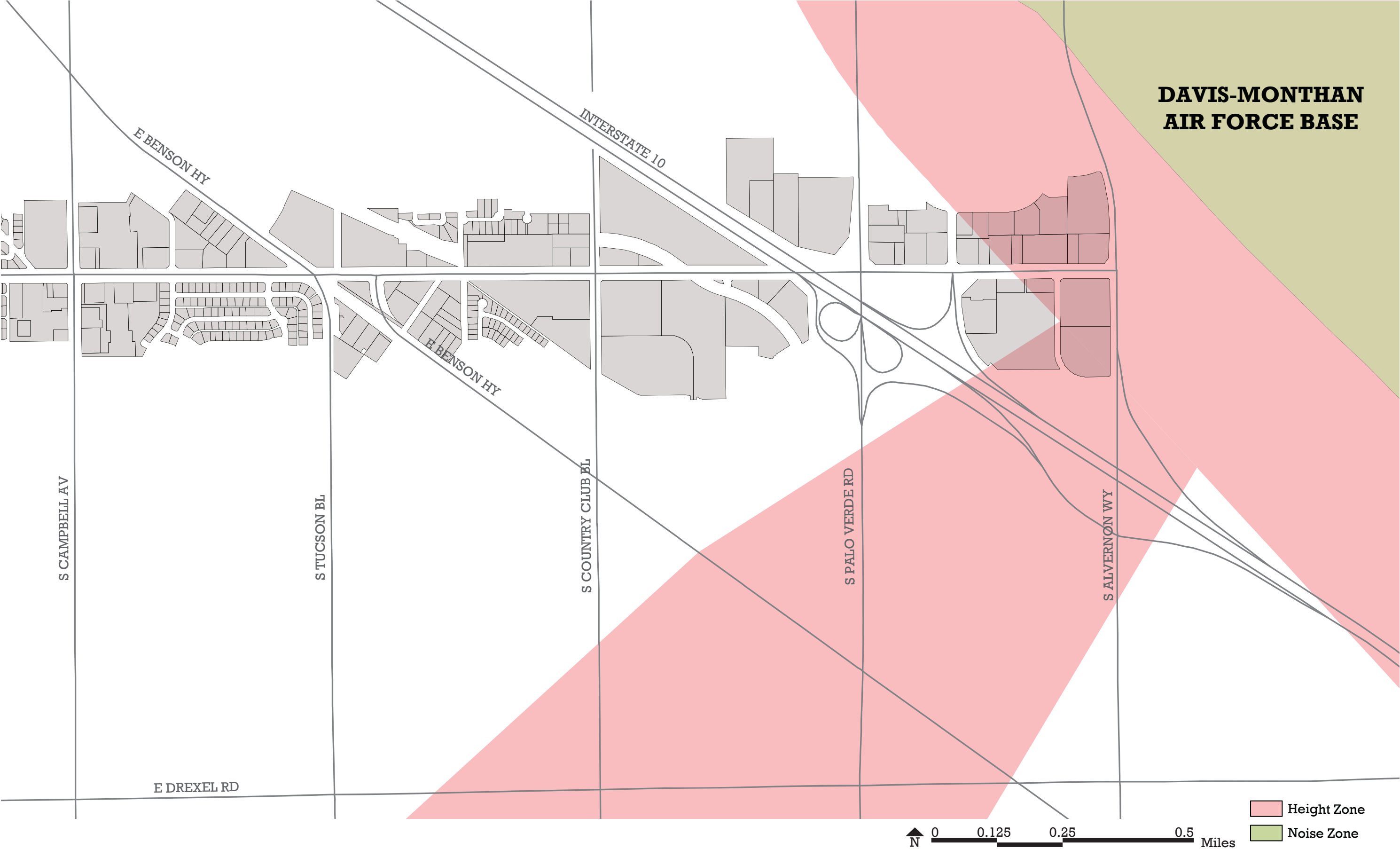
**Airport Zones**

The Davis Monthan Air Force Base is located just east of the designated Irvington Road Commercial Corridor and a few parcels are in the Airport Height Overlay Zone. These zones can impact proposed and existing residential development due to limits on structure heights and other possible restrictions.



**Figure 7.13: Airport Zones-Irvington Road Commercial Corridor**  
Source: Pima County GIS Library, 2012.





Crime

Crime Incidents

Drachman Institute compiled the number and types of all crime incidents reported from January 1-July 30, 2012, and their approximate location using the Tucson Police Department Crime Statistics Search.<sup>1</sup> Table 7.6 presents the number of each incident reported during this time period on the Irvington Road Corridor. Figure 7.14 displays the approximate location where these incidents took place.

<sup>1</sup> <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>. Database includes archived crime data through July 30, 2012.

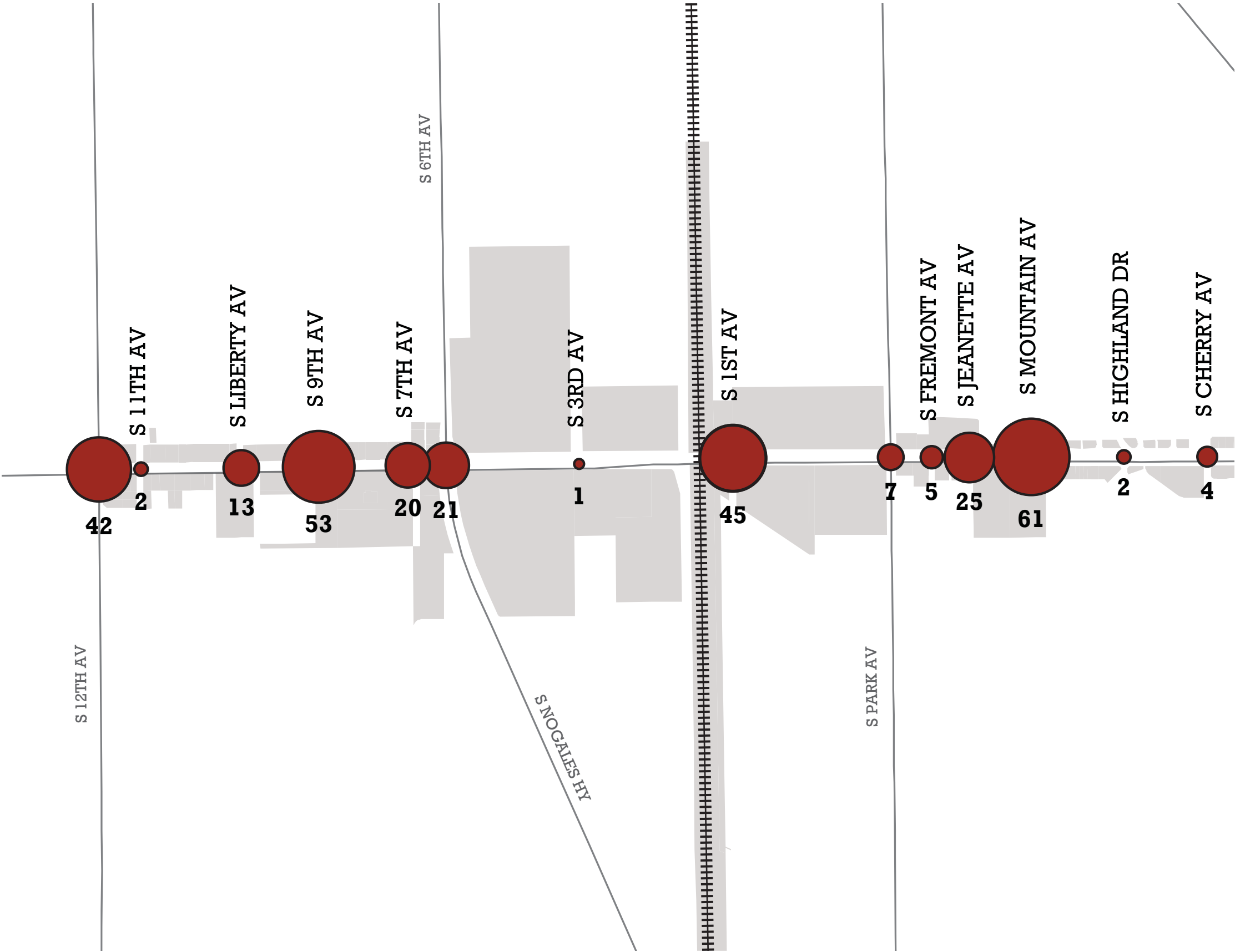
**Table 7.6: Crime Incidents: January-July 2012**  
*Irvington Road Commercial Corridor*

Crime	Number of Crimes	% of Total Crime
Aggravated Assault	7	1.3%
Arson	0	0.0%
Burglary	18	3.5%
Criminal Damage	29	5.6%
Disorderly Conduct/Public Disturbance	159	30.5%
Domestic Violence/Offenses Against Family & Children	20	3.8%
DUI	8	1.5%
Embezzlement/Forgery/Fraud	13	2.5%
Larceny/Theft	60	11.5%
Liquor Laws	7	1.3%
Mental Cases	13	2.5%
Motor Vehicle Theft	14	2.7%
Narcotic Drug Laws	20	3.8%
Other Assaults	27	5.2%
Robbery	12	2.3%
Sex Offenses	3	0.6%
Suspicious Activity	105	20.2%
Vagrancy	1	0.2%
Weapons	5	1.0%
TOTAL	521	100%

Notes:

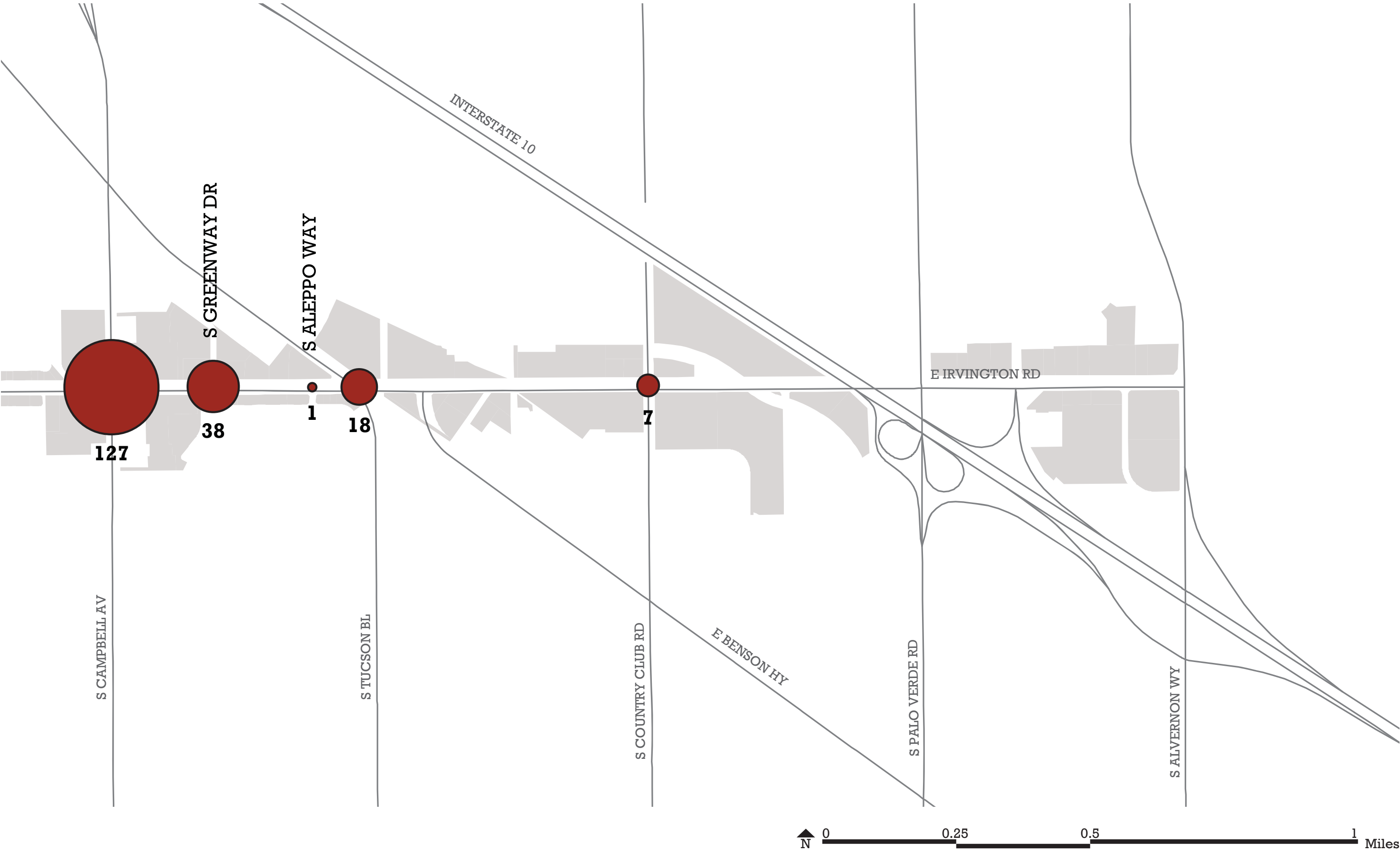
- 32 cases of shoplifting were reported in the designated corridor.
- The following crimes were not included in above table: civil matters, motor vehicle stops, assist other agency, public hazard, false alarms, unfounded, public assist/check welfare, traffic accidents, miscellaneous officer, other offenses/other misdemeanors, sick/cared for, lost property.
- Crimes reported from 1/1/2012 - 7/30/2012.

Source: Tucson Police Department, 2012. <http://tpdinternet.tucsonaz.gov/stats/statistics.aspx>



**Figure 7.14: Number and Approximate Location of Crime Incidents-Irvington Road Commercial Corridor**  
NOTES: Red circles indicate the approximate location and number of incidents reported between January 1 and July 30, 2012.  
Sources: Data provided by the Tucson Police Department.





7. Irvington Road

Pedestrian

In order to assess the pedestrian environment and pedestrian accessibility in the corridor, the Drachman windshield survey teams recorded the presence of trees in the right of way, lighting, curbs, sidewalks, and whether there is a clear accessible pedestrian path from the right-of-way to the address. Results are shown in Table 7.7 and Figure 7.15.

Table 7.7: Pedestrian Data-  
Irvington Road Commercial Corridor

	Number	Percentage
Trees in Right-of-Way*		
Yes	112	48.1%
No	121	51.9%
Total Parcels	233	100%
Lighting*		
Yes	189	81.1%
No	44	18.9%
Total Parcels	233	100%
Curb*		
Yes	233	100%
No	0	0.0%
Total Parcels	233	100%
Clear Accessible Path from Right-of-Way to Address**		
Yes	64	48.9%
No	67	51.1%
Total Businesses	131	100%
Sidewalk**		
Yes	119	90.8%
No	12	9.2%
Total Businesses	131	100%

\* Data is by parcel. There are 233 total parcels.  
\*\* Data is by business. There are 131 businesses. Data does not include parks, parking lots, residential, or vacant lots.

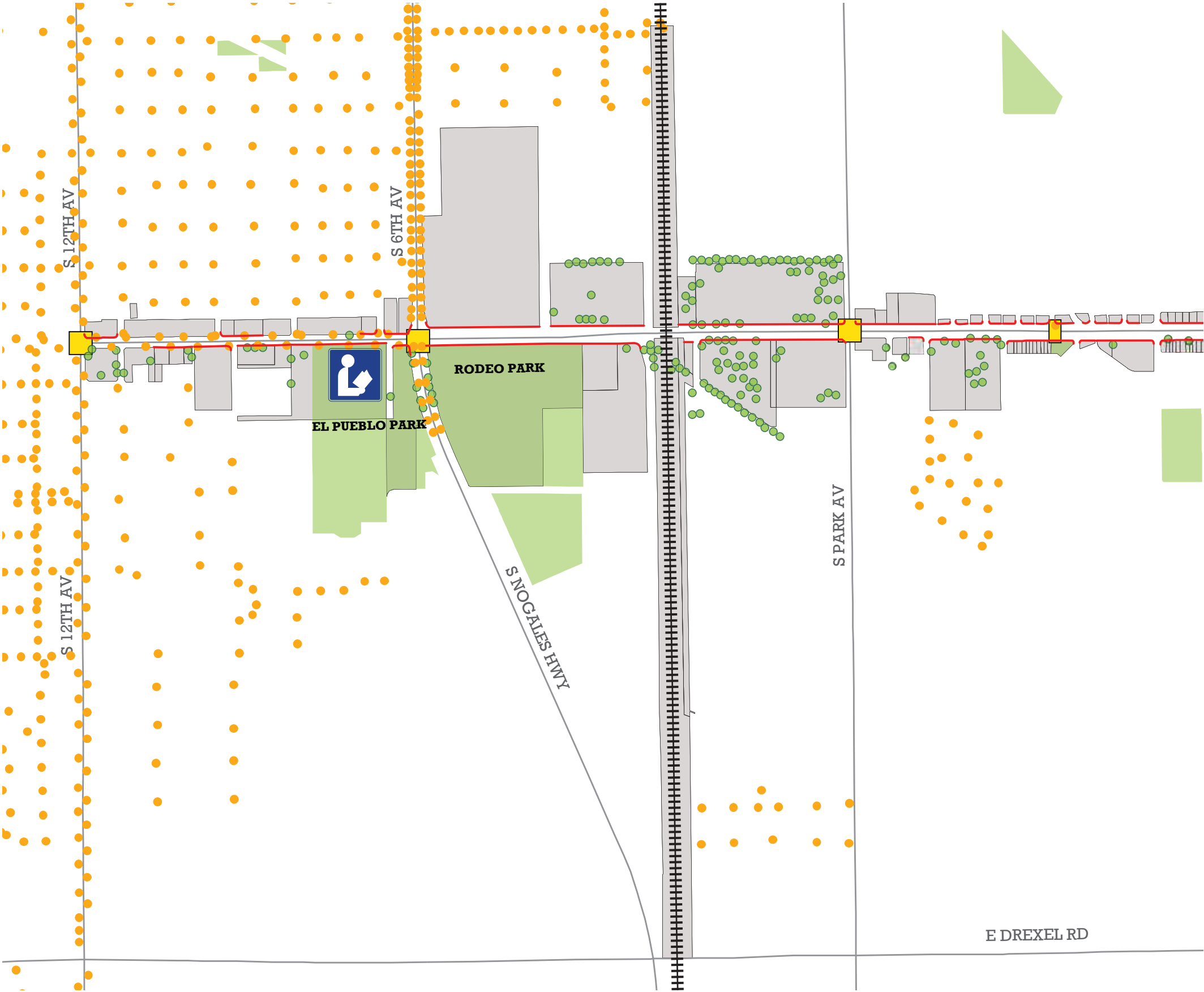


Figure 7.15: Sidewalks and Street Trees-Irvington Road Commercial Corridor



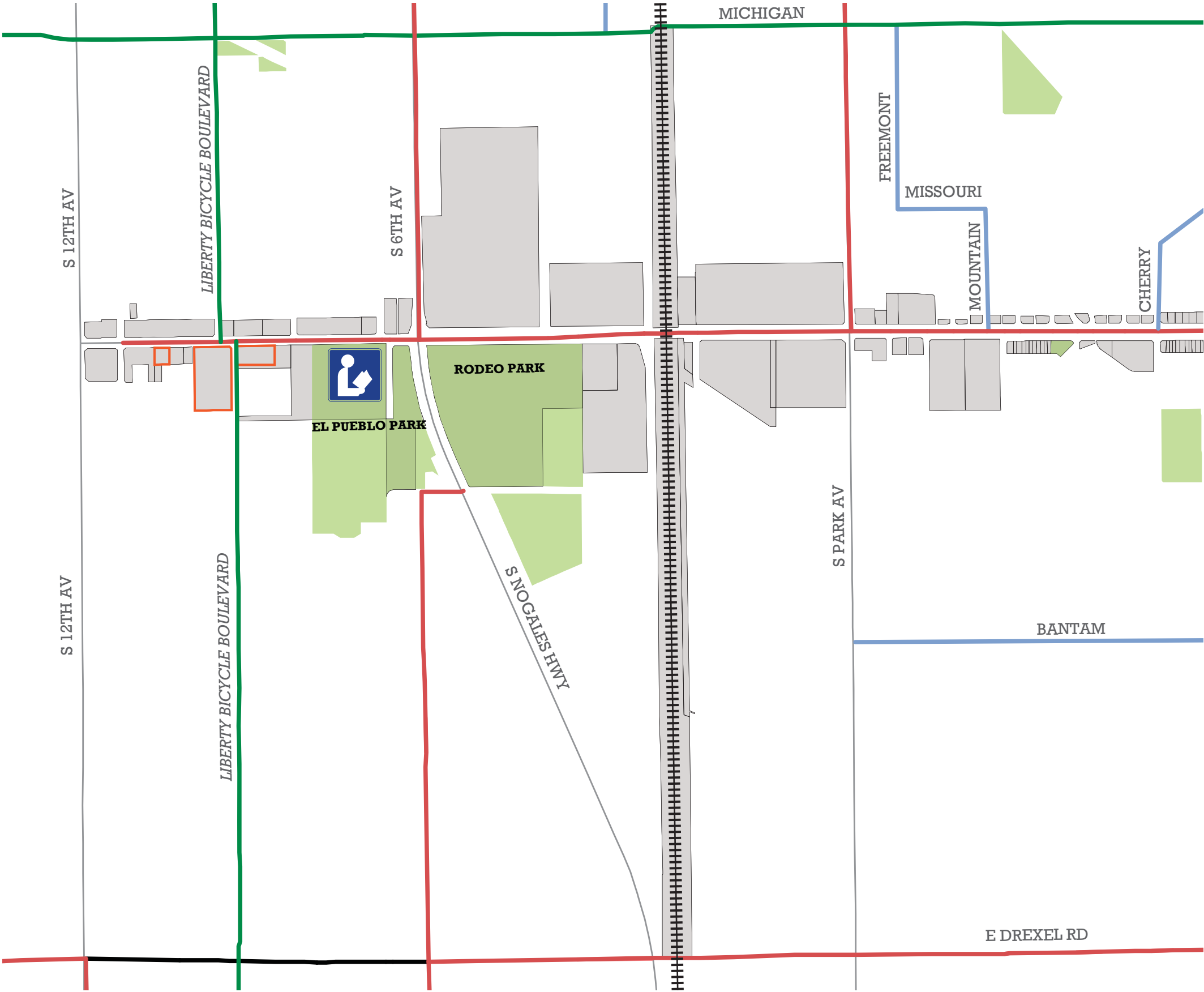


**Bicycle**  
In order to assess the accessibility of the corridor by bicycle, the Drachman windshield survey teams recorded the presence of bike lanes, bike parking, and whether there is a clear accessible path from the right-of-way to the address. Results are shown in Table 7.8 and Figure 7.16.

**Table 7.8: Bicycle Data-**  
*Irvington Road Commercial Corridor*

	Number	Percentage
<b>Bike Lane*</b>		
Yes	212	91.0%
No	21	9.0%
Total Parcels	233	100%
<b>Clear Accessible Path from Right-of-Way to Address**</b>		
Yes	36	27.5%
No	95	72.5%
Total Businesses	131	100%
<b>Bike Parking**</b>		
Yes	38	29.0%
No	93	71.0%
Total Businesses	131	100%

\* Data is by parcel. There are 233 parcels.  
\*\* Data is by business. There are 131 businesses. Data does not include parks, parking lots, residential, or vacant lots.



**Figure 7.16: Bike Routes-Irvington Road Commercial Corridor**  
Source: <http://bikeped.pima.gov>.





Cars and Service Access

On the Irvington Road Commercial Corridor the average traffic speed is 35-45 mph, with an average daily traffic count ranging from 23,542 to 34,018. Figure 7.17 shows the building footprint and parking along the corridor.

The active Union Pacific Nogales Spur at-grade railroad track crosses Irvington Road west of South Park Avenue, causing accessibility and safety concerns for pedestrians, bicyclists, and drivers.

Table 7.9: Service Access Data-  
Irvington Road Commercial Corridor

	Number	Percentage
Loading Zone by Business		
No	65	49.6%
Yes	63	48.1%
Unable to Assess	3	2.3%
Total	131	100%
Dumpster by Business		
No	18	13.7%
Yes	111	84.8%
Unable to Assess	2	1.5%
Total	131	100%

Note: Data is by business and does not include parks, parking lots, residential, or vacant lots.



Traffic on Irvington Road

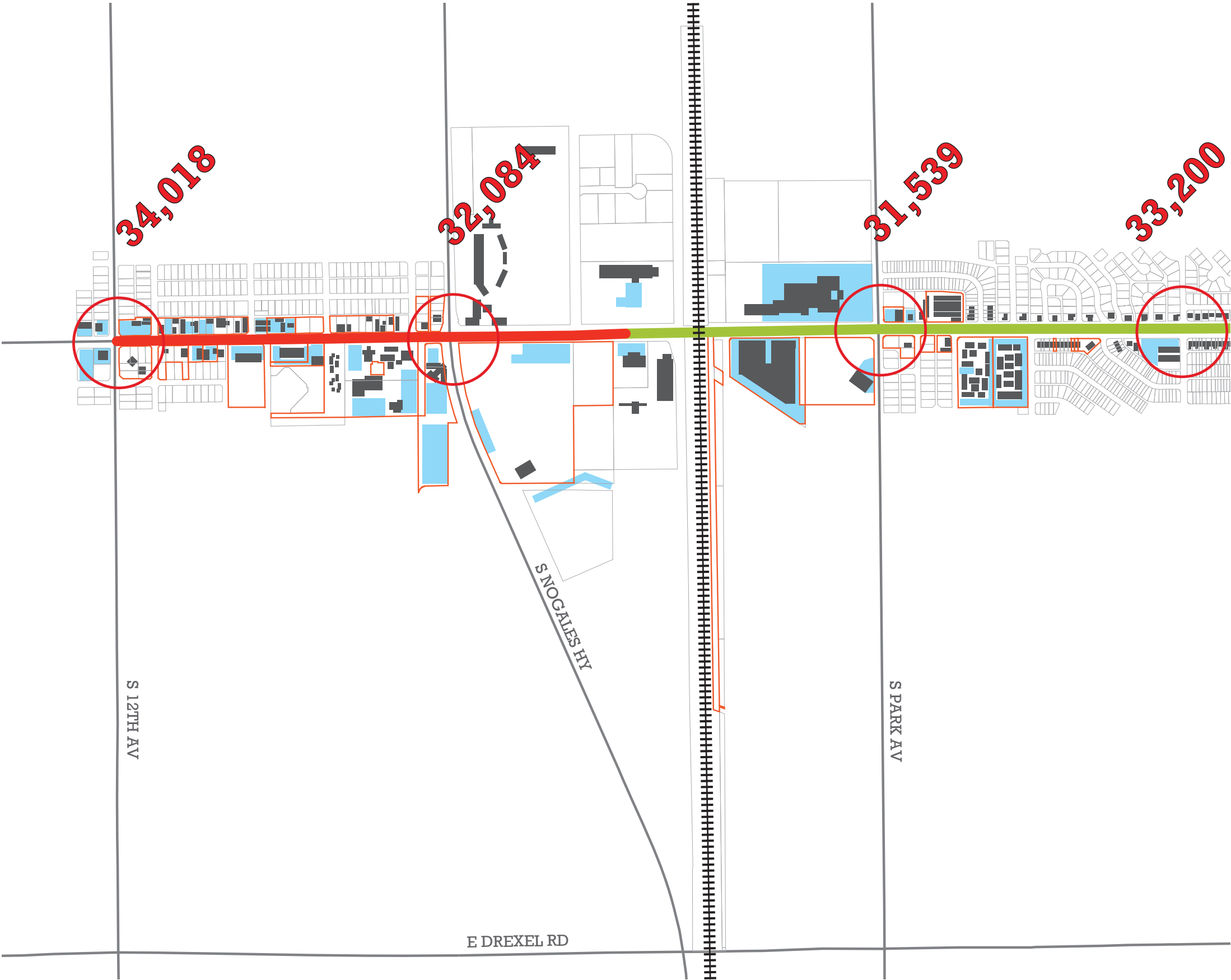
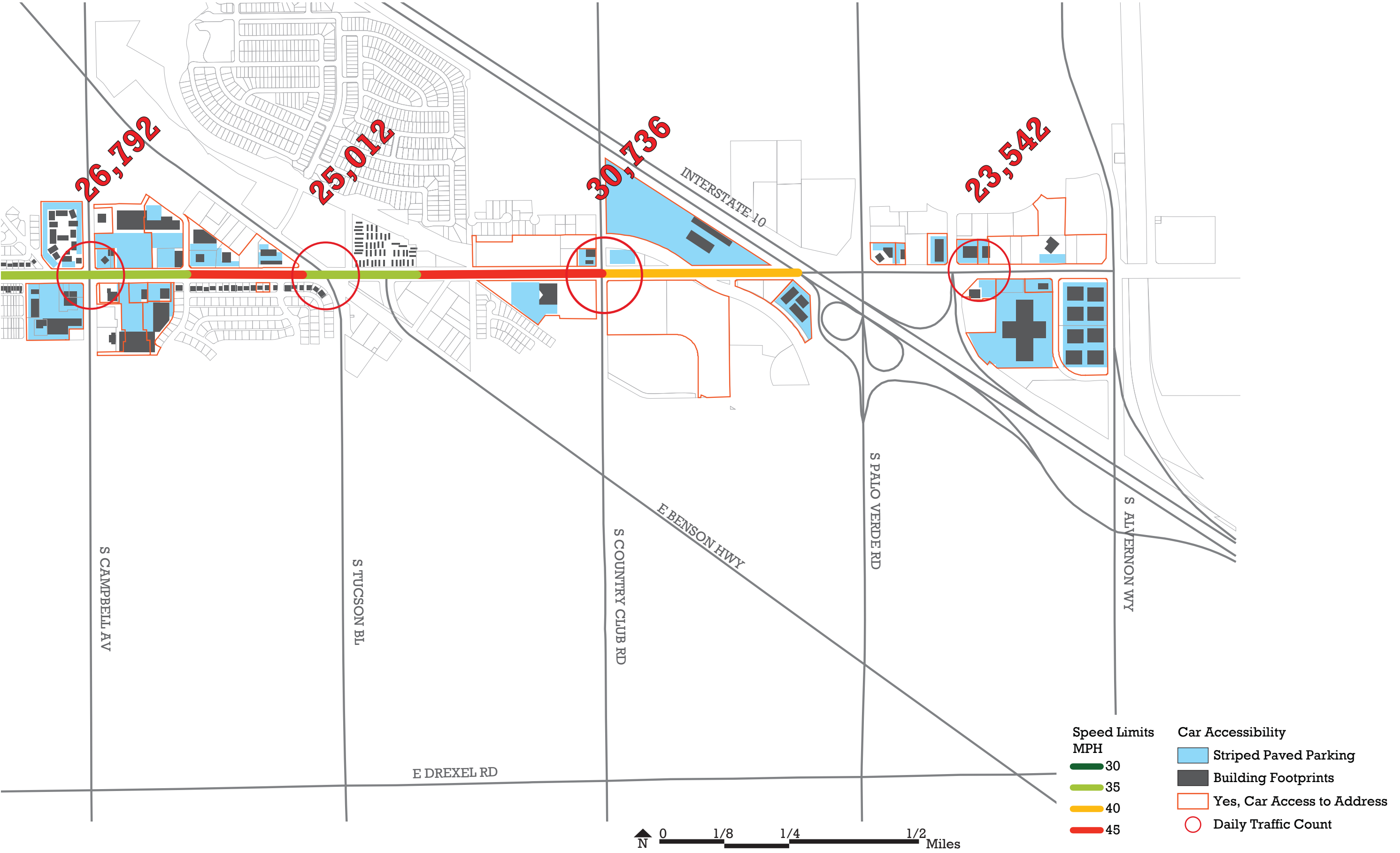


Figure 7.17: Car and Service Access-Irvington Road Commercial Corridor  
Sources: Drachman windshield survey, 2012, Pima County DOT and DSD, 2012, and Pima County GIS Library.





Bus

The Irvington Commercial Corridor is served by multiple Sun Tran bus routes (Table 7.11). The Roy Laos Transit Center is located on the corridor and provides connectivity to the greater Tucson area (Figure 7.18). Figure 7.19 shows the location of sheltered and unsheltered bus stops along the corridor.

Table 7.11: Bus Ridership-  
Irvington Road Commercial Corridor

Route	City-Wide Ridership/ Month	Passengers per Hour	Ranking*
2	30,259	20.4	18
6	98,669	29.4	9
8	246,291	35.8	2
11	104,513	35.4	3
23	39,856	25.1	14
24	19,098	30.7	6
26	26,921	22.0	17
27	31,907	15.8	27
29	36,060	29.3	10
50	9,748	17.8	23
202X	3,102	14.2	28
203X	2,100	6.7	36

Source: Sun Tran, 2012  
\*Ranking is from 1-40 bus routes, with #1 having the most passengers per hour. (Data for June 2012).

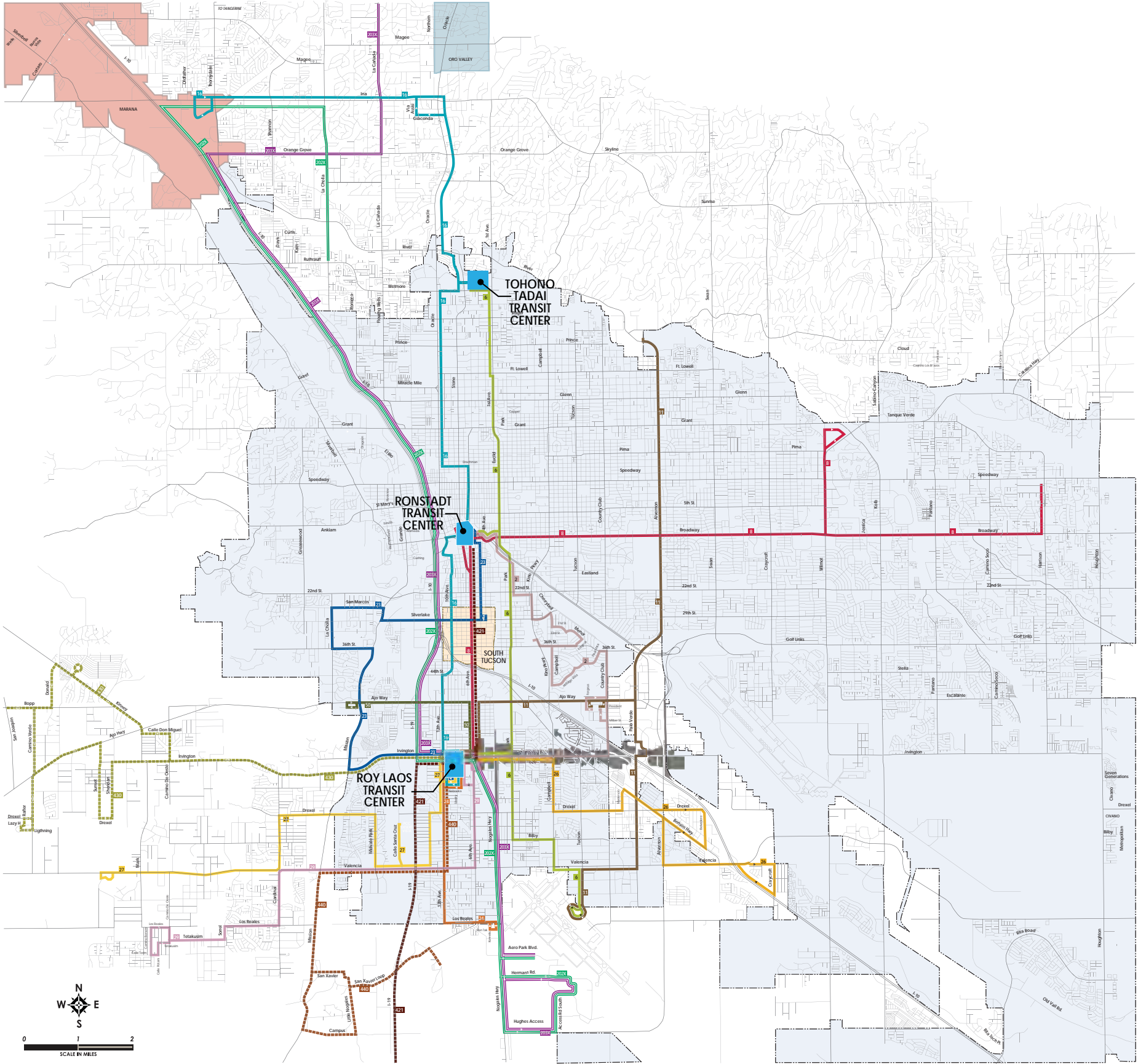
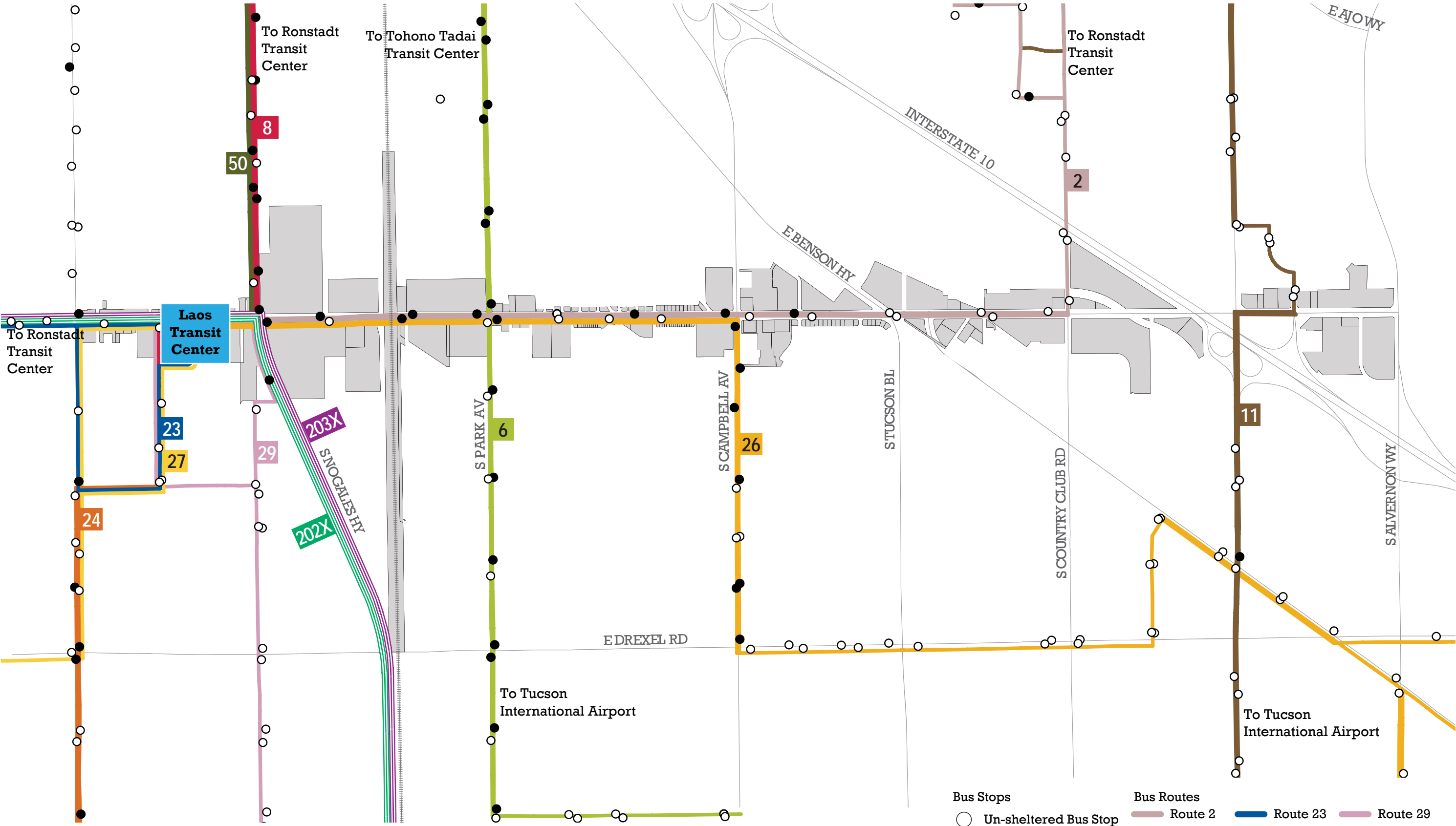


Figure 7.18: Bus Routes-Irvington Road Commercial Corridor  
Source: Sun Tran, 2013.





**Figure 7.19: Transit Connectivity-Irvington Road Commercial Corridor**  
Sources: Sun Tran, Pima County GIS Library and Drachman windshield survey, 2012.

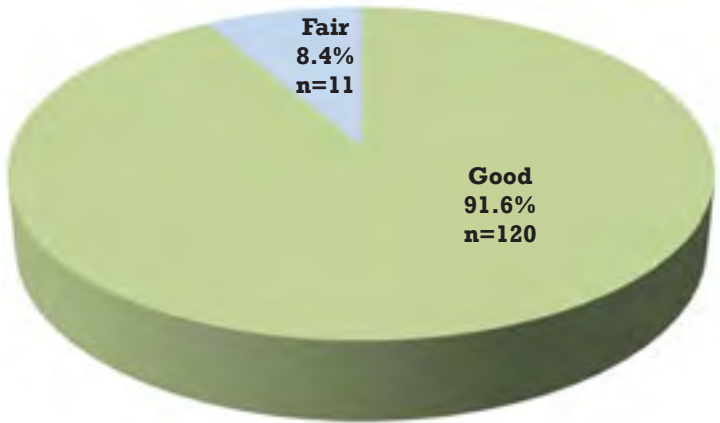


Assessment of Structures and Grounds

Building Conditions

The majority (91.6 percent) of business properties on the Irvington Road Corridor are in ‘Good’ condition (see Figure 7.20). Approximately 8.4 percent are in ‘Fair’ condition requiring between \$5,000 and \$15,000 in repairs.

Seven business properties on the corridor are vacant. Of these vacant businesses, all are in ‘Good’ condition.



**Figure 7.20: Condition of All Business Properties-Irvington Road Commercial Corridor**  
*Excludes parking lots, vacant lots, residential, and parcels that were unable to be assessed.*



*The majority of business properties on the corridor are in good structural condition.*



*‘Excellent’ grounds are intentional and maintained.*

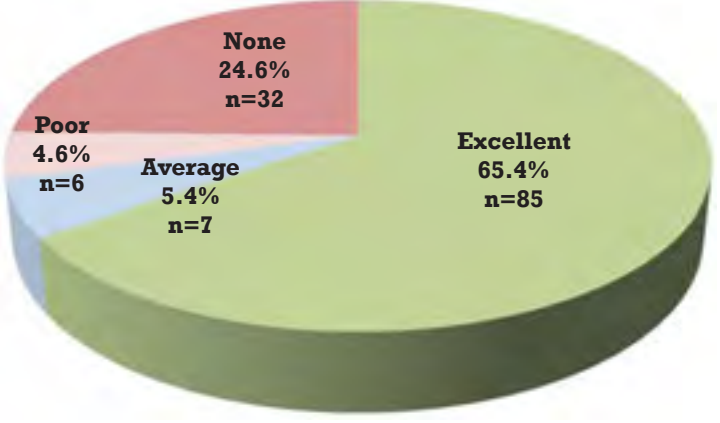


*A vacant home on Irvington Road*

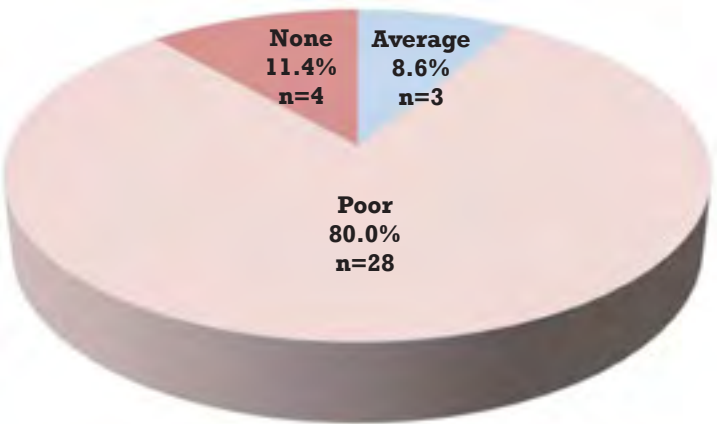
Grounds Conditions

Approximately one-quarter of business properties on the Irvington Road Corridor do not have landscape or grounds to assess (Figure 7.21). Approximately 65 percent of business properties have grounds assessed as ‘excellent,’ which means that landscape is both intentional and maintained.

Of note is the condition of vacant lots on the corridor. Twenty-eight of the thirty-five vacant lots had landscapes in poor condition and all thirty-five had litter at the time of the windshield survey (Figure 7.22).



**Figure 7.21: Landscape Condition of All Business Properties-Irvington Road Commercial Corridor**  
*Excludes parks, parking lots, vacant lots, vacant buildings, and residential.*



**Figure 7.22: Landscape Condition of Vacant Lots-Irvington Road Commercial Corridor**  
*Note: All 35 vacant lots had litter and 27 of the 35 parcels had graffiti at the time of the windshield survey.*

**Table 7.12: Type of Parcel Border by Business Property-Irvington Road Commercial Corridor**

	Number	Percentage
Fence	20	15.3%
Wall	43	32.8%
Landscape/Hardscape	35	26.7%
None	33	25.2%
Total	131	100%

**Table 7.13: Trees in the Right-of-Way by Business Property-Irvington Road Commercial Corridor**

	Number	Percentage
Yes	92	70.2%
No	39	29.8%
Total	131	100%

**Table 7.14: Trees on Parcel by Business Property-Irvington Road Commercial Corridor**

	Number	Percentage
Yes	108	82.4%
No	23	17.6%
Total	131	100%

**Table 7.15: Miscellaneous Exterior Conditions by Business Property-Irvington Road Commercial Corridor**

Evaluated Condition	Number*	Percentage of Total Businesses
Exterior Lighting	129	98.5%
Overhead Utilities Present	75	57.3%
Miscellaneous Signs on Parcel	33	25.2%
Litter Present	127	96.9%
Grffiti Present	90	68.7%

*\*Number indicates the number of business properties with the evaluated condition out of 131 total businesses.*



Signage

The majority of existing monument and individual business signs are in good condition.



Table 7.16: Condition of Individual Business Signs-Irvington Road Commercial Corridor

Condition	Number	Percentage
Good	101	77.1%
Average	6	4.6%
Poor	2	1.5%
None	22	16.8%
Total	131	100%

Table 7.17: Condition of Monument Signs by Business-Irvington Road Commercial Corridor

Condition	Number	Percentage
Good	48	36.6%
Average	5	3.8%
Poor	2	1.5%
None	76	58.0%
Total	131	100%

Billboards and Advertising

Windshield survey teams also noted the existence of billboards along the designated commercial corridor. The University of Arizona is a noticeable advertising presence along the corridor.



Billboards and Advertising- Irvington Road Commercial Corridor



Vacancy

Vacant Business Properties

At the time of the windshield survey, seven out of 131 business properties within the designated corridor area were identified as vacant (5.3 percent). The windshield survey teams also recorded the presence of signage indicating that a business was for sale, for lease, or otherwise available. Based on signage, 23 business properties in the area were available in August 2012.

Vacant Housing Units Adjacent to the Corridor

The 2010 U.S. Census provides data on all vacant housing units in an area including those for rent or for sale, those vacant properties that are vacant due to seasonal, recreational, or occasional use, and “other vacant” which may be recent foreclosures or units that owners or renters have walked away from (see Table 7.18). According to census data for one-quarter mile on either side of Irvington Road within the designated area, the total housing vacancy rate is 13.7 percent.

Vacant Lots

Drachman Institute identified 35 out of 233 parcels (15.0 percent) on the Irvington Road Commercial Corridor as vacant (see Figure 7.23). Litter is a problem on vacant land as all thirty-five vacant parcels had litter at the time of the windshield survey.

Table 7.18: Housing Units by Vacancy Status-Irvington Road Commercial Corridor

Vacant Units	Units	Percent
For Rent	250	7.8%
Rented, not occupied	3	0.1%
For Sale	38	1.2%
Sold, not occupied	7	0.2%
Other Vacant*	130	4.1%
For seasonal/ recreational/ occasional use	11	0.3%
For Migrant Workers	0	0.0%
Total Vacant Units	439	13.7%
Total Housing Units	3,202	100%

Data for one-quarter mile on either side of designated area on Irvington Road. Source: U.S. Census 2010 Summary File 1 (ESRI).  
\*Includes recent foreclosures or units that owners have walked away from.

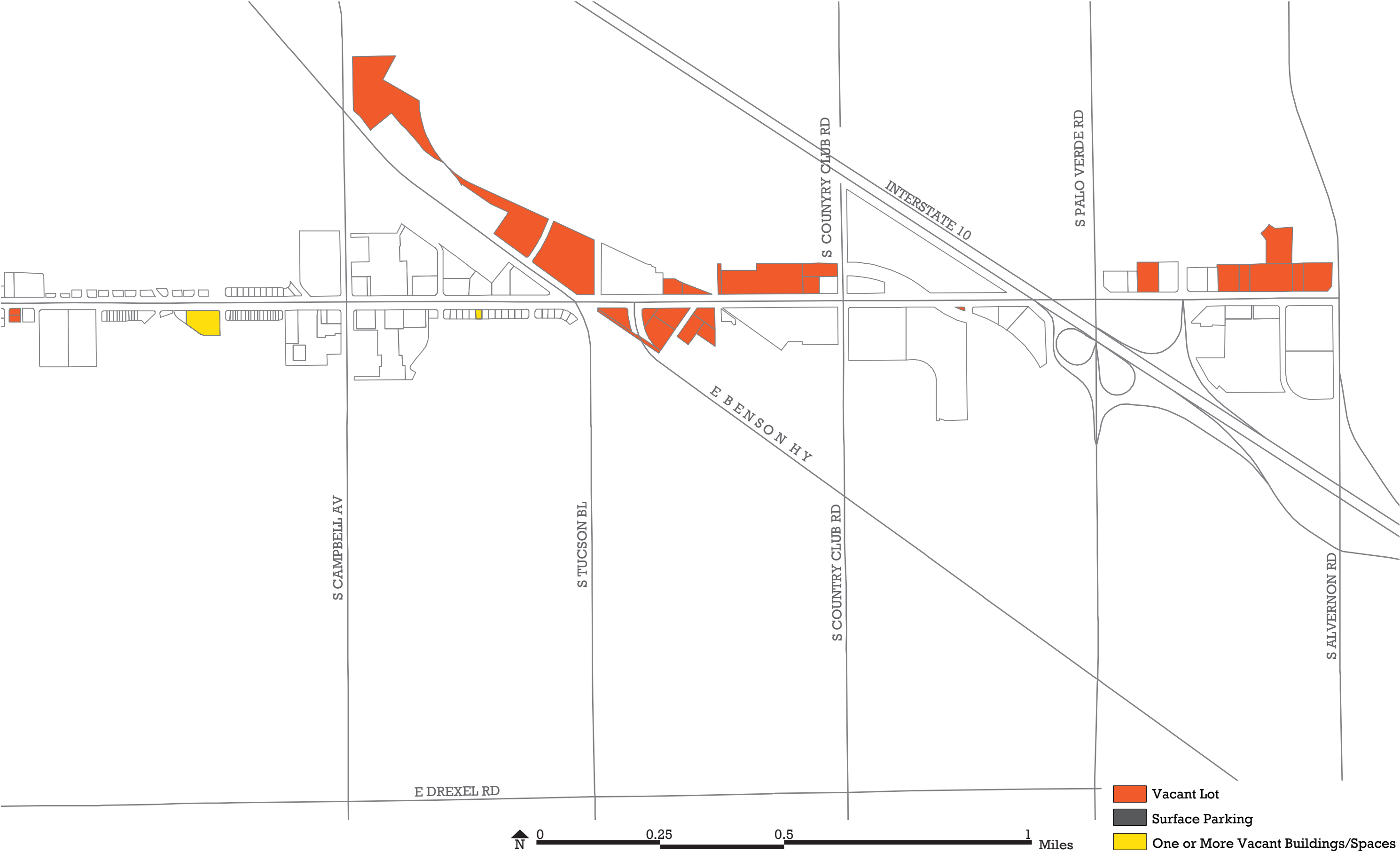


Litter is a problem on vacant land on Irvington Road.



Figure 7.23: Parking Lots, Vacant Business Properties, and Vacant Parcels-Irvington Road Commercial Corridor. Source: Drachman windshield survey, 2012.





## Commercial Corridor Summary

### Location and Surrounding Neighborhoods

The designated Irvington Road Commercial Corridor crosses Interstate 10 and extends from 12th Avenue (west) to Alvernon Way (east). Surrounding neighborhoods include Fairgrounds and Bravo Park Lane Neighborhoods to the north, Sunnyside and Cherry Avenue Neighborhoods to the south, and Rose Neighborhood to the west.

### Demographics and Housing Characteristics

There are approximately 7,970 residents living in the half-mile area along the Irvington Road Corridor (one-quarter mile on each side of the corridor). The area is predominantly Hispanic (85.0 percent compared to 41.6 percent in the City of Tucson). The area also has a higher proportion of residents that identify as American Indian (4.3 percent compared to 2.7 percent in the City of Tucson). Residents within one-quarter mile of the corridor have lower education levels, lower median household income, and higher levels of poverty than the City of Tucson.

There are approximately 3,202 housing units in the half-mile area, 2,763 which are occupied. Of these occupied units, 50.4 percent are owner-occupied.

### Zoning and Land Use

The parcels on the Irvington corridor are zoned for C-1, C-2, O-3, I-1/CI-1, and residential uses. Approximately 80 parcels out of 233 are dedicated to commercial uses (34.3 percent).

### Density

The Irvington Road Commercial Corridor has a population density per square mile that ranges from approximately zero to 21,253.

### Ownership

According to Pima County Assessor's records, 47.2 percent of parcels are owned by private, multiple owners.

### Crime

The City of Tucson Police Department responded to approximately 521 incidents between January 1 and July 30, 2012 on the designated corridor.

### Accessibility

In terms of the pedestrian environment, the Irvington Road Commercial Corridor has curbs and more than 90 percent of businesses have sidewalks. However,

the area does not have street lighting from South 6th Avenue to South Campbell Avenue. In terms of shade, approximately half of the parcels have trees in the right of way.

For bicyclists, there is a continuous bike lane along most of Irvington Road, but riders must be comfortable with high traffic volume. Approximately 29 percent of businesses offer bike parking.

The corridor caters to automobile access, with daily traffic volume ranging from 23,542 to 34,018, and all businesses offer car parking.

The designated corridor houses the Roy Laos Transit Center and is therefore well connected by public transit.

### Building Conditions and Grounds Conditions

The majority (91.6 percent) of business properties on the Irvington Road Corridor are in 'Good' condition. Approximately 8.4 percent are in 'Fair' condition requiring between \$5,000 and \$15,000 in repairs.

Approximately one-quarter of business properties on the Irvington Road Corridor do not have landscape or grounds to assess. Approximately 65 percent of business properties have grounds assessed as 'excellent,' which means that landscape is both intentional and maintained.

Of note is the condition of vacant lots on the corridor. Twenty-eight of the thirty-five vacant lots had grounds in poor condition and all thirty-five had litter at the time of the windshield survey.

### Vacancy

At the time of the windshield survey, seven out of 131 business properties within the designated corridor area were identified as vacant (5.3 percent).

According to census data for one-quarter mile on either side of Irvington Road within the designated area, the total housing vacancy rate is 13.7 percent.













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# Commercial Corridor Data Summary 8

Table 8.1: Overall Assessment of Business Structures\*

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Excellent	0	2 (0.8%)	1 (0.7%)	0	0
Good	174 (78.0%)	207 (88.1%)	130 (93.5%)	63 (57.3%)	120 (91.6%)
Fair	43 (19.3%)	26 (11.1%)	7 (5.0%)	38 (34.5%)	11 (8.4%)
Poor	6 (2.7%)	0	1 (0.7%)	8 (7.3%)	0
Replacement	0	0	0	1 (0.9%)	0
Total Parcels	223	235	139	110	131

Source: Drachman windshield survey, 2012.  
\*Residential structures not included.

Table 8.2: Overall Assessment of All Residential Structures\*

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Excellent	0	0	0	0	0
Good	4 (30.8%)	30 (76.9%)	41 (85.4%)	79 (74.5%)	76 (88.4%)
Fair	5 (38.5%)	8 (20.5%)	6 (12.5%)	22 (20.8%)	10 (11.6%)
Poor	0	1 (2.6%)	1 (2.1%)	5 (4.7%)	0
Replacement	0	0	0	0	0
Unable to Assess	4 (30.8%)	0	0	0	0
Total Parcels	13	39	48	106	86

Source: Drachman windshield survey, 2012.  
\*Single-family, multi-family, and mobile homes located on the commercial corridor.

Table 8.3: Overall Assessment of Business Landscapes\*

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Excellent	41 (18.1%)	59 (25.1%)	62 (44.6%)	27 (24.5%)	85 (65.4%)
Average	44 (19.4%)	30 (12.8%)	5 (3.6%)	21 (19.1%)	7 (5.4%)
Poor	25 (11.0%)	32 (13.6%)	5 (3.6%)	29 (26.4%)	6 (4.6%)
None	117 (51.5%)	114 (48.5%)	67 (48.2%)	33 (30.0%)	32 (24.6%)
Total Parcels	227	235	139	110	130

Source: Drachman windshield survey, 2012.  
\*Residential structures not included.

Table 8.4: Vacancy Data

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Vacant Business*	23/227 (10.1%)	12/235 (5.1%)	47/139 (33.8%)	8/110 (7.3%)	7/131 (5.3%)
For Sale, For Rent, For Lease Sign on Business	10/227 (4.4%)	11/235 (4.7%)	4/139 (2.9%)	10/110 (9.1%)	23/131 (17.6%)
Vacant Parcel	49/283 (17.3%)	44/260 (16.9%)	2/107 (1.9%)	103/335 (30.7%)	35/233 (15.0%)
Vacant Housing Units per U.S. Census 2010, ESRI (data for one-quarter mile each side)	385/2925 (13.2%)	302/2928 (10.3%)	486/2992 (16.2%)	641/6379 (10.0%)	439/3202 (13.7%)
“Other Vacant” Housing Units**	168/2925 (5.7%)	116/2928 (4.0%)	43/2992 (1.4%)	129/6379 (2.0%)	130/3202 (4.1%)

\*Structure has boarded doors or windows or is visibly empty.  
\*\*2010 U.S. Census, Summary File 1 (ESRI). “Other Vacant” includes recent foreclosures or units that owners or renters have walked away from. Data for one-quarter mile each side of the corridor.

Table 8.5: Assessment of Vacant Land

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Excellent	0	1 (2.3%)	0	0	0
Average	3 (6.1%)	0	0	3 (2.9%)	3 (8.6%)
Poor	38 (77.6%)	20 (45.5%)	2 (100.0%)	88 (85.4%)	28 (80.0%)
None	8 (16.3%)	23 (52.3%)	0	12 (11.7%)	4 (11.4%)
Litter	49 (100%)	22 (50.0%)	2 (100.0%)	95 (92.2%)	35 (100.0%)
Graffiti	14 (28.6%)	10 (22.7%)	0	14 (13.6%)	27 (77.1%)
Total Vacant Parcels	49	44	2	103	35

Source: Drachman windshield survey, 2012.



Table 8.6: Demographics and Housing Characteristics

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road	Tucson	Pima County
Total Population*	8,434	8,670	7,037	18,134	7,970	520,116	980,263
Total Households*	2,540	2,626	2,506	5,738	2,763	205,390	388,660
Total Housing Units*	2,925	2,928	2,992	6,379	3,202	229,762	440,909
Median Income*	\$20,147	\$25,645	\$26,347	\$27,163	\$24,706	\$35,499	\$42,138
Percent HH in Poverty**	35.1%	26.1%	29.3%	25.1%	26.8%	17.8%	13.7%
Percent Hispanic*	84.9%	90.4%	52.1%	75.2%	85.0%	41.6%	34.6%
Median Age*	31.9	31.6	28.8	28.4	29.2	33.1	37.6
Population under 18*	30.0%	30.7%	31.6%	33.3%	31.9%	23.3%	23.0%
Population over 65*	10.6%	12.7%	6.4%	6.5%	8.4%	11.9%	15.4%
Percent HS Graduate or Higher**	51.1%	54.8%	72.7%	70.5%	64.7%	83.1%	86.3%
Percent Bachelor's Degree or Higher**	5.9%	7.1%	7.7%	7.5%	8.0%	24.8%	29.0%
Percent Owner-Occupied*	43.7%	56.9%	33.1%	59.9%	50.4%	51.9%	64.1%
Median Yr. Householder Moved In**	2002	1999	2004	2003	2002	2003	2002
Median Home Value**	\$98,961	\$110,000	na	\$120,978	\$112,788	\$169,900	196,900
Average Household Size*	3.21	3.29	2.81	3.16	2.88	2.43	2.46

All data for one-half mile area (one-quarter mile on each side of the designated commercial corridors).

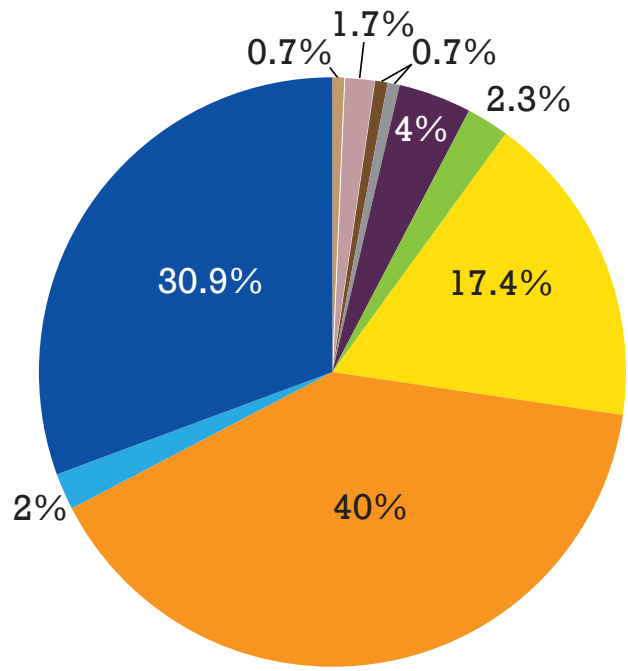
\*Source: 2010 U.S. Census, Summary File 1 (ESRI).

\*\*Source: American Community Survey, 2005-2009 5-Year Estimates (ESRI).

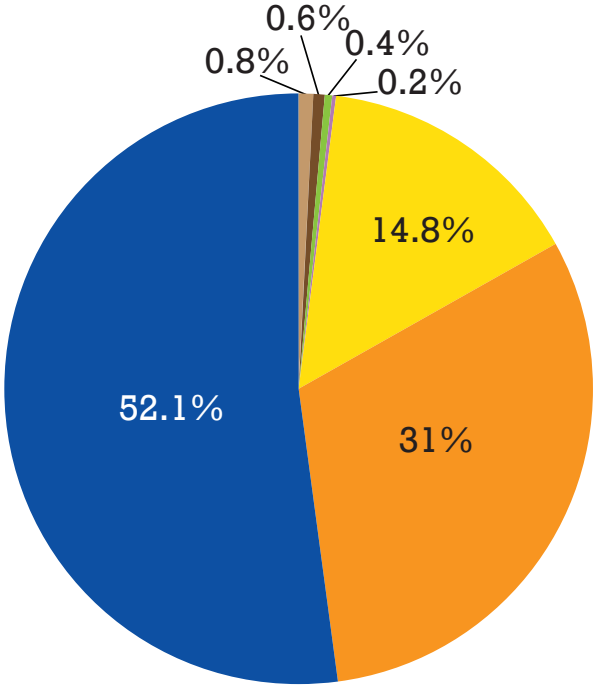
Table 8.7: Service Area\*

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Local	172	195	55	58	93
Metropolitan	20	25	27	19	16
Regional	13	4	7	24	11

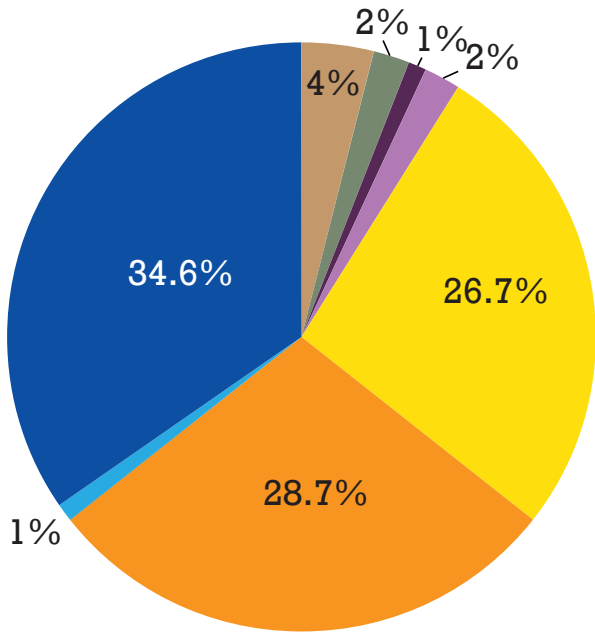
\*Local (number of businesses serving the general vicinity); Metropolitan (number of businesses serving the greater metropolitan area); Regional (number of businesses serving the region). Numbers are approximate.  
Source: Drachman windshield survey, 2012.



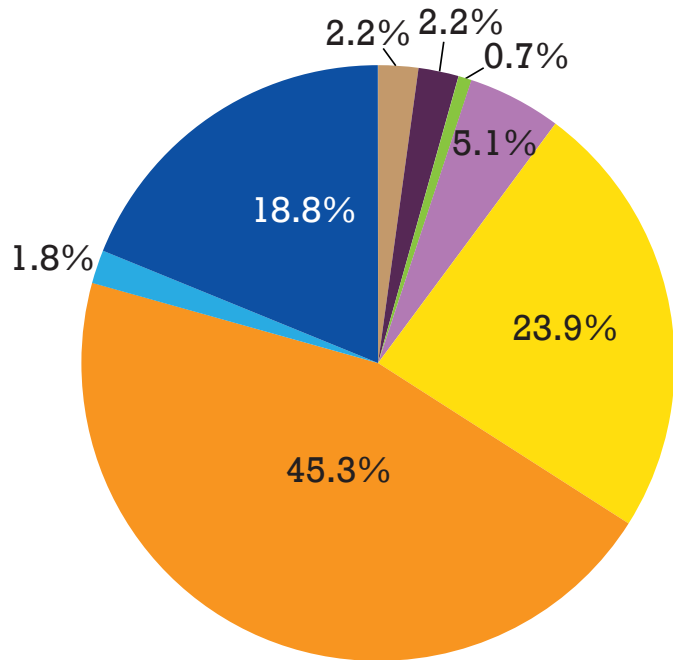
**Figure 8.1: Parcel Ownership-**  
*South 6th Avenue Commercial Corridor*  
Total Parcels=298



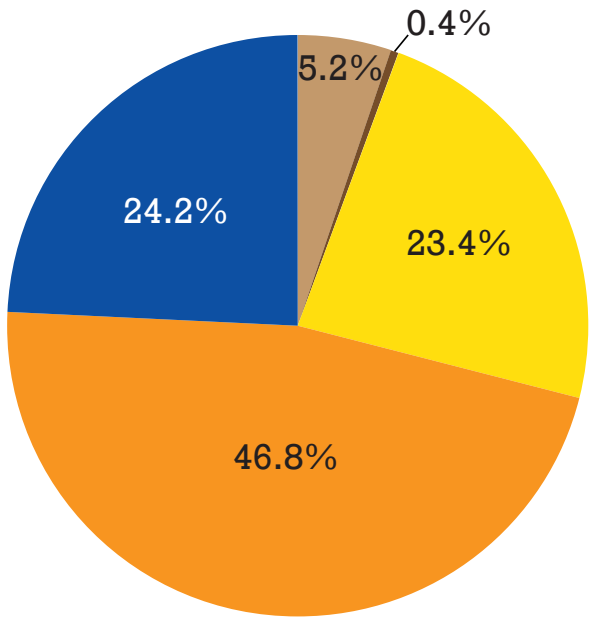
**Figure 8.4: Parcel Ownership-**  
*Benson Highway Commercial Corridor*  
Total Parcels=493



**Figure 8.3: Parcel Ownership-**  
*29th Street Commercial Corridor*  
Total Parcels=101



**Figure 8.2: Parcel Ownership-**  
*South 12th Avenue Commercial Corridor*  
Total Parcels=276



**Figure 8.5: Parcel Ownership-**  
*Irvington Road Commercial Corridor*  
Total Parcels 231

- |                                |                               |
|--------------------------------|-------------------------------|
| City of Tucson                 | Religious                     |
| City of South Tucson           | Non-Profit                    |
| Pima County                    | Private Individual Owners     |
| State of Arizona               | Private Multiple Owners       |
| Federal Government             | Private LLC Individual Owners |
| Tucson Unified School District | Private LLC Multiple Owners   |



Table 8.8: Pedestrian Accessibility

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Trees in ROW	105 (46.3%)	48 (20.4%)	12 (8.6%)	25 (22.7%)	92 (70.2%)
Exterior Lighting	222 (97.8%)	146 (62.1%)	119 (85.6%)	81 (73.6%)	129 (98.5%)
Curb Present	222 (97.8%)	215 (91.5%)	138 (99.3%)	41 (37.3%)	131 (100%)
Sidewalk Present	216 (95.2%)	119 (50.6%)	139 (100.0%)	18 (16.4%)	119 (90.8%)
Clear Accessible Path: ROW to Address	70 (30.8%)	53 (22.6%)	3 (2.2%)	10 (9.1%)	64 (48.9%)
Total Businesses	227	235	139	110	131
Corridor Length	2.75 miles	2.5 miles	2 miles	5.25 miles	4 miles

Source: Drachman windshield survey, 2012.  
Data is by business, not parcel.

Table 8.9: Bicycle Accessibility

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Bike Lane Present	227 (100%)	5 (2.1%)	126 (90.6%)	91 (82.7%)	110 (84.0%)
Bike Parking Present	23 (10.1%)	6 (2.6%)	3 (2.2%)	3 (2.7%)	38 (29.0%)
Clear Accessible Path: Bike to Address	22 (9.7%)	7 (3.0%)	1 (0.7%)	2 (1.8%)	36 (27.5%)
Total Businesses	227	235	139	110	131
Corridor Length	2.75 miles	2.5 miles	2 miles	5.25 miles	4 miles

Source: Drachman windshield survey, 2012.  
Data is by business, not parcel.

Table 8.10: Vehicle Accessibility

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Loading Zone Present	69 (30.4%)	11 (4.7%)	111 (79.8%)	15 (13.6%)	66 (50.4%)
Dumpster Present	124 (54.6%)	65 (27.7%)	127 (91.4%)	44 (40.0%)	113 (86.3%)
Car Parking Available	210 (92.5%)	223 (94.9%)	134 (96.4%)	93 (84.5%)	129 (98.5%)
Daily Traffic Count	21,500-32,800	11,700-34,018	12,113-31,941	8,405-28,100	23,542- 34,018
Clear Accessible Path: Car to Address	165 (72.7%)	184 (78.3%)	129 (92.8%)	65 (59.1%)	98 (74.8%)
Total Businesses	227	235	139	110	131
Corridor Length	2.75 miles	2.5 miles	2 miles	5.25 miles	4 miles

Source: Drachman windshield survey, 2012.  
Data is by business, not parcel.

Table 8.11: Bus Accessibility

	South 6th Avenue	South 12th Avenue	29th Street	Benson Highway	Irvington Road
Bus Routes Available	2, 6, 8, 11, 23, 26, 50	16, 23, 24, 27, 50	1, 11, 17, 34, 201X	2, 11, 26	2, 6, 8, 11, 23, 24, 26, 27, 29, 50, 202X, 203X
# Sheltered Bus Stops (approximate)	28	10	6	3	14
# Un-sheltered Bus Stops (approximate)	11	16	15	15	17
Total Businesses	227	235	139	110	131
Corridor Length	2.75 miles	2.5 miles	2 miles	5.25 miles	4 miles

Sources: Suntran and Drachman windshield survey, 2012.  
Data is by business, not parcel.





Date \_\_\_\_\_ Survey init \_\_\_\_\_ Data Entry init \_\_\_\_\_

PARCEL

Speed Limit . . . . 15 20 25 30 35 40 45 50 55

Traffic Lanes . . . . . 2 3 4 5 6 7 8

Bike Lane . . . . . Y ? N

Curb . . . . . Y ? N

Sidewalk . . . . . G A P N

Cars Parked . . . . . S C B N

Border . . . . . F W L N

Landscape (ROW) . . . . E A P N

Trees (ROW) . . . . . 0 \_\_\_\_#

Overhead Utilities . . . . . Y ? N

Monument Sign . . . . G A P N

Available/Sale/Lease Sign (ROW). A S L N

Misc Signs (A-frame, Political, Business) Y ? N

Litter . . . . . Y ? N

Graffiti . . . . . Y ? N

Landscape (PARCEL). . . . E A P N

Trees (PARCEL) . . . . . 0 \_\_\_\_#

Lighting . . . . . Y ? N

Dumpster . . . . . E NE B N

Loading Zone . . . . . F B S N

Vacant Lot . . . . . Y ? N

BUSINESS

ROW to Address: Clear Accessible Path: Y ? N

Bike to Address: Clear Accessible Path: Y ? N

Car to Address: Clear Accessible Path: Y ? N

Car Parking . . . . . F B S N

Bike Parking . . . . . F B S N

Sidewalk . . . . . G A P N

Structure . . . . . E G F P R N U

Height . . . . . 0 1 2 3 \_

Business Sign . . . . G A P N

Available/Sale/Lease Sign (BLD) . A S L N

Vacant Space . . . . . Y ? N

Use AG/MINING. ACCT. APPAREL/ACCESSORY. AUTO AFTERMKT. AUTO DEALER. AUTO REPAIR. BANK. BEAUTY. BROKER. CASH. COMM. EAT & DRINK. EAT & DRINK MOBILE. EDUCATION. EXERCISE. FOOD STORE. FURNITURE. GAS WITH FOOD. GAS W/O FOOD. GEN MERCH. GOVT. HEALTH. HOME IMPROVEMENT. HOTEL. INSURANCE. LIBRARY. LEGAL. MANUFACT. MH. MOTION PICTURE. PARKING. REAL ESTATE. RELIGIOUS. RMF. RSF. TRANS. UTILITY. VACANT. VET. WHOLESALE. OTHER \_\_\_\_\_

BusinessName \_\_\_\_\_

PARCEL \_\_\_\_\_ BUILDING \_\_\_\_\_

ADDRESS \_\_\_\_\_ SUITE \_\_\_\_\_

Date \_\_\_\_\_ Survey init \_\_\_\_\_ Data Entry init \_\_\_\_\_

PARCEL

Speed Limit . . . . 15 20 25 30 35 40 45 50 55

Traffic Lanes . . . . . 2 3 4 5 6 7 8

Bike Lane . . . . . Y ? N

Curb . . . . . Y ? N

Sidewalk . . . . . G A P N

Cars Parked . . . . . S C B N

Border . . . . . F W L N

Landscape (ROW) . . . . E A P N

Trees (ROW) . . . . . 0 \_\_\_\_#

Overhead Utilities . . . . . Y ? N

Monument Sign . . . . G A P N

Available/Sale/Lease Sign (ROW). A S L N

Misc Signs (A-frame, Political, Business) Y ? N

Litter . . . . . Y ? N

Graffiti . . . . . Y ? N

Landscape (PARCEL). . . . E A P N

Trees (PARCEL) . . . . . 0 \_\_\_\_#

Lighting . . . . . Y ? N

Dumpster . . . . . E NE B N

Loading Zone . . . . . F B S N

Vacant Lot . . . . . Y ? N

BUSINESS

ROW to Address: Clear Accessible Path: Y ? N

Bike to Address: Clear Accessible Path: Y ? N

Car to Address: Clear Accessible Path: Y ? N

Car Parking . . . . . F B S N

Bike Parking . . . . . F B S N

Sidewalk . . . . . G A P N

Structure . . . . . E G F P R N U

Height . . . . . 0 1 2 3 \_

Business Sign . . . . G A P N

Available/Sale/Lease Sign (BLD) . A S L N

Vacant Space . . . . . Y ? N

Use AG/MINING. ACCT. APPAREL/ACCESSORY. AUTO AFTERMKT. AUTO DEALER. AUTO REPAIR. BANK. BEAUTY. BROKER. CASH. COMM. EAT & DRINK. EAT & DRINK MOBILE. EDUCATION. EXERCISE. FOOD STORE. FURNITURE. GAS WITH FOOD. GAS W/O FOOD. GEN MERCH. GOVT. HEALTH. HOME IMPROVEMENT. HOTEL. INSURANCE. LIBRARY. LEGAL. MANUFACT. MH. MOTION PICTURE. PARKING. REAL ESTATE. RELIGIOUS. RMF. RSF. TRANS. UTILITY. VACANT. VET. WHOLESALE. OTHER \_\_\_\_\_

Business Name \_\_\_\_\_

PARCEL \_\_\_\_\_ BUILDING \_\_\_\_\_

ADDRESS \_\_\_\_\_ SUITE \_\_\_\_\_

Appendix

A

Sample Data Sheet

Appendix A: Sample Data Sheet

Pima County NSP2 Neighborhood Profile Volume IV 199