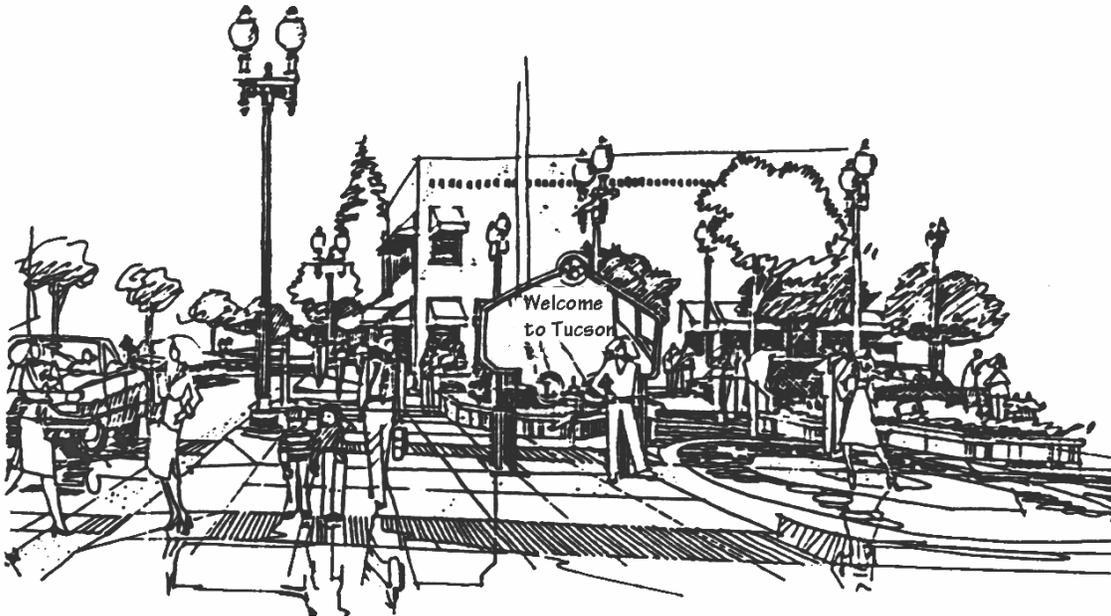


V. Special Design Options

Introduction This section of the *Design Guidelines Manual* defines and describes Special Design Options (SDO). These options have been organized into six different categories, each defined by a unique set of qualities and characteristics. Areas proposed for development under these option categories will be defined based on existing qualities that should be preserved, or the potential to create a unique district definition. Many areas will contain a mixture of conservation and enhancement opportunities and fit into more than one category. Local examples have been showcased for each category of SDO as models for future development. The Special Design Options categories are as follows:

1. Neighborhood Conservation/Infill Areas—(Example: Valley Ranch at Fort Lowell/Swan)
2. Urban Villages/Masterplanned Communities—(Example: Civano)
3. Pedestrian District—(Example: Main Gate)
4. Transportation Corridor/Node—(Example: Broadway between Rosemont and Wilmot)
5. Redevelopment/Revitalization District—(Example: The "Lost Barrio")
6. Sensitive Lands Cluster Option—(Example: Silverado Hills)

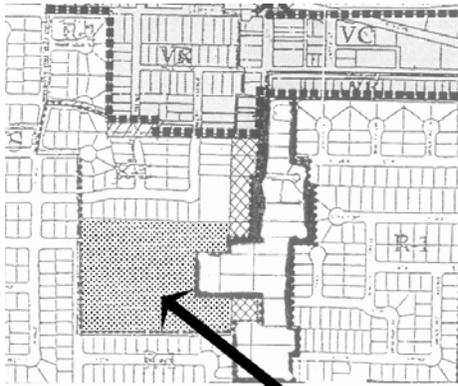
Desired design qualities and selection criteria are listed for each Special Design Option. These will be further defined and expanded by the applicant and City Staff based on unique site conditions, adjacent land uses, and opportunities for development incentives. Related policy links to Land Use (LU), Community Character and Design (CCD), and other guidelines in the *Design Guidelines Manual* are noted.



V. Special Design Options

A. Neighborhood Conservation/Infill Project

Intent – Develop infill projects within existing neighborhoods that will conserve and enhance positive neighborhood features, reduce sprawl and protect Tucson's desert areas, and use existing infrastructure.



Potential Infill Site

Example —*Valley Ranch at Old Fort Lowell and Swan*: This site is ideal for infill incentives because of the proximity of existing utilities and roads. It is located on a vacant parcel of land surrounded by residential development, and the designs of the future homes reflect the same qualities and architectural integrity of adjoining neighborhood properties.

Desired Design Qualities

- The proposed development should be compatible with adjacent structures or set a higher standard for neighborhood enhancements
- In order to reinforce neighborhood interaction, shaded walks, front porches, and similar streetscape amenities should be incorporated into development plans
- The development should create a smooth transition to the adjacent neighborhood, with regard to densities, building heights, and materials
- New circulation routes should blend into the existing pattern of streets and paths

Selection Criteria

- The site area should be a minimum of one acre
- The project site should be surrounded by existing residential development on at least two sides
- The project site should generally be on land that is currently vacant or under-utilized
- Existing utilities should be easily accessible from the site
- Developments should conform to existing subregional, area, and neighborhood plan policies
- If possible, the site should be located within or near an area of publicly-funded capital improvements, an existing improvement district, or other private-sector initiated improvements in order to capitalize on existing or planned improvements

Related Policy Links—LU Policy 2 (2.2, 2.3, 2.4); LU Policy 3; CCD Policy 1 (1.1, 1.6); CCD Policy 5 (5.3, 5.4, 5.5, 5.6)
Design Guidelines I.A.1.b.; I.A.2.c.; I.A.5.b.; I.B.2.e.; II.A.1.a.; II.A.3.a.; II.A.4.a.; II.B.1.b.; II.B.2.b.

V. *Special Design Options*

Entries and landscaping
reflect the Southwestern
design quality of the
nearby neighborhoods



V. Special Design Options

B. Urban Villages/ Masterplanned Communities

Intent – Encourage planned and phased developments that result in livable communities in the large undeveloped portions of Tucson through ecologically sensitive or “green” developments and innovative community design.

Example – Civano: This masterplanned community uses a “solar village” concept in the design of the subdivision and in individual structures. Other features include mixed-uses, pedestrian paths, and open space links to the surrounding areas.

Desired Design Qualities

- Significant public open space should be provided, including natural open space
- Sustainable building practices should be followed
- An integrated network of pedestrian and bike paths should complement traditional travel modes
- A “village center” concept or other mixed-use nodes should be incorporated into the design
- Higher density land uses should be located near the village center
- A variety of housing types and costs should be offered
- Designs should re-introduce architectural elements such as front porches and rear parking to promote a sense of community through public and pedestrian interaction
- Water and energy conservation measures should be incorporated in building and landscape design

Selection Criteria

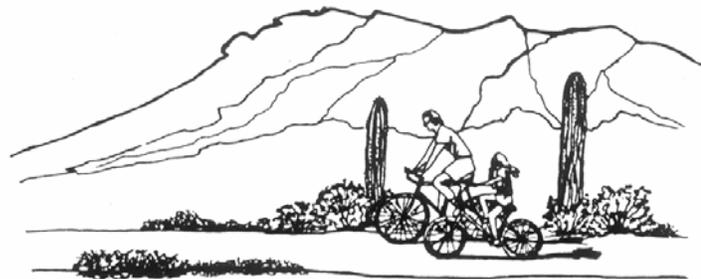
- Undeveloped or underdeveloped areas should be a minimum of 200 acres
- Development should be phased to extend to utility and road infrastructure
- Sites should have the potential to include a future transit center and to be linked with the existing transportation network
- Linear river parks and other open space resources should be integrated into the design whenever possible
- Washes on the site should be protected

Related Policy Links—LU Policy 2 (2.1, 2.4); LU Policy 3 (3.6, 3.11); LU Policy 5 (5.4); LU Policy 6 (6.13, 6.14, 6.15); CCD Policy 1 (1.1, 1.4, 1.6); CCD Policy 2; CCD Policy 3 (3.1); CCD Policy 4 (4.7) Design Guidelines I.A.; I.B.1.a.; II.A.; II.B.1.b.; II.B.2.



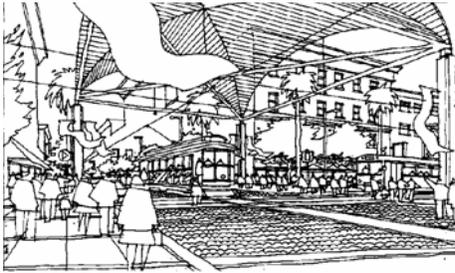
The site plan of the Civano planned community shows residences of varying densities arranged in a compact pattern around the village center

Linear parks and multi-modal paths are a great way to encourage alternative transportation modes while protecting natural washes, hillsides, and vegetation



V. Special Design Options

C. Pedestrian District *Intent* – Create a pedestrian-friendly environment within mixed-use areas that draws neighbors, local residents, and tourists alike to the stores, restaurants, and offices of that district.



Wide sidewalks, shade devices, and street trees help create a pedestrian-friendly environment

Example – Main Gate: This site turns a potential parking problem into its solution by minimizing vehicular impact, promoting bus, bike, trolley, and foot travel, and improving the overall atmosphere with facade improvements, wide sidewalks with trees, and outdoor dining.

Desired Design Qualities

- Design plans should include a high intensity of mixed-use opportunities within a walkable area
- Plans should provide for peripheral parking to minimize the need for internal vehicular circulation and/or parking at the rear or side of buildings to preserve the street frontage for pedestrians
- An enhanced pedestrian environment should include shade trees, plazas, fountains, lighting, facade improvements, and store fronts that encourage window shopping
- Graphic themes, enhanced streetscapes, and public art should be included to make the project a distinct and unique destination

Selection Criteria

- The area should include concentrations of both commercial uses and varying densities of residential units in and near the district
- The area should be accessible by multiple modes of transit, including bus or trolley and bicycles with priority bicycle routes included within or surrounding the project area
- The area should be part of or near existing activity centers or nodes, or adjacent to parks or schools or other pedestrian traffic generators
- Sites should be located within existing improvement districts or included within existing capital improvement plans, or in areas containing pedestrian amenities, in order to capitalize on existing or planned improvements

Related Policy Links—LU Policy 3 (3.8); LU Policy 5 (5.3, 5.4, 5.5, 5.10, 5.12); LU Policy 6 (6.13, 6.15); CCD Policy 1 (1.5); CCD Policy 4 (4.5, 4.8, 4.9); CCD Policy 5 (5.5, 5.7, 5.8)
Design Guidelines I.A.2.a.; I.A.3.; I.A.4.d.; I.A.4.e.; I.B.1.c.; I.B.3.c.; I.B.3.e.; I.B.4.; III.A.3.a.; III.A.4.; III.B.2.

Pedestrian districts can contain a mix of uses. First floor spaces can be used for retail, while upper floors can be used for residential or commercial uses



V. Special Design Options

D. Transportation Corridor/Node



Intent – Stimulate commercial and mixed-use development along major routes throughout the community in order to improve streetscapes, reduce some of the negative impacts of strip commercial, and improve traffic flow.

Example – *Broadway between Rosemont and Wilmot*: Major corridors throughout town are often indistinguishable. This particular segment along the Broadway Corridor provides several easily identified and accessible shopping centers and activity nodes with a mix of land uses. Center redevelopment and streetscape improvements such as pedestrian and transit facilities, public art, and creative architectural designs can turn typical strip development into regional destinations.

Desired Design Qualities

- Design plans should create a safe and efficient flow of vehicular traffic by reducing curb cuts, promoting mass-transit and other alternate modes of transportation, and improving directional and commercial signage
- Site design should enhance mixed-use and commercial activity along the corridor and at strategically located nodes
- Site plans should result in the redesigning and retrofitting of single function businesses/strip commercial areas
- Internal roadway medians should be landscaped and divided
- Vehicular and noise disturbances to adjacent developments should be minimized by buffers and limited points of access to these areas

Selection Criteria

- Sites should be located along a major arterial route
- Commercial development or a diversity of mixed-uses should be the predominant uses in these sites
- A transit center, enhanced bus stops, or another transit facility should be integrated in the site design
- Areas with public art or other significant landmarks should be the focus of activity node designs
- Projects located within areas planned for capital improvements should be positioned to leverage public funds
- Major private sector initiatives for tenant improvements and quality commercial designs should complement public works

Related Policy Links—LU Policy 3 (3.5, 3.6, 3.8); LU Policy 5 (5.1, 5.2, 5.5, 5.6, 5.13); LU Policy 6 (6.14, 6.16, 6.17); CCD Policy 1 (1.5); CCD Policy 3 (3.1); CCD Policy 4 (4.2, 4.3, 4.5, 4.6, 4.7, 4.8, 4.9) Design Guidelines I.A.2.a.; I.A.3.; I.A.4.; I.A.5.b.; I.A.5.d.; I.B.1.; I.B.2.; I.B.3.c.; I.B.3.e.; I.B.4.; III.A.; III.B.; IV.A.2.a.; IV.A.3.a.; IV.A.4.; IV.B.1.; IV.B.2.

V. *Special Design Options*



Pedestrian plazas, street trees, bus pullouts, and passenger drop-off areas create activity nodes along major transportation routes

V. Special Design Options

E. Redevelopment/ Revitalization District

Intent – Improve the aesthetic quality and restore the economic viability of areas that were once successful business and residential districts but have since declined in quality through a combination of reuse and demolition/new construction programs.

Example – “The Lost Barrio”: Many buildings in this area are beyond repair, while others, with some work, are ideal for re-use. This district has the ability to capitalize on its historic design as a theme for businesses and residences alike.



Historic buildings such as this could be used as a restaurant, bar, or even a bed and breakfast

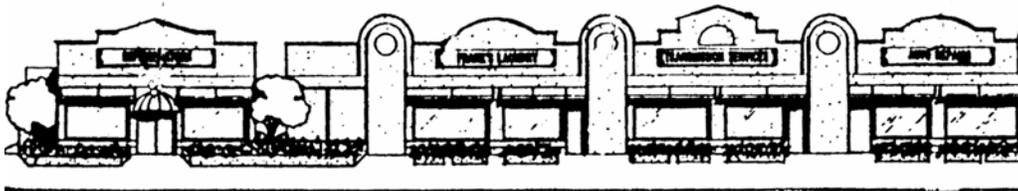
Desired Design Qualities

- Sites should show the potential of an increase in the intensity and mixture of uses while improving the economic viability of the area as a whole
- Existing structures should be utilized for a combination of adaptive reuse and demolition and re-construction projects
- Projects should encourage neighborhood interaction in residential areas and pedestrian access in commercial areas
- Developments should have access to existing utilities and infrastructure

Selection Criteria

- Sites are located where the original function of the development is no longer viable
- Existing structures on the site are currently deemed unsafe, unusable, or not up to current construction codes
- Sites are located on disturbed or reclaimed land, or areas that may be classified as “Brownfields”
- Parcels are awkwardly shaped or located on land left by highway construction
- Sites are located within existing or planned corridor improvement areas, or other capital improvement target areas

Related Policy Links— LU Policy 2 (2.2, 2.4); LU Policy 3 (3.6, 3.9); LU Policy 5 (5.13); LU Policy 6 (6.14, 6.16); LU Policy 8 (8.1, 8.2, 8.3); CCD Policy 5 (5.3)
Design Guidelines I.A.4.; I. B.4.; III.A.3.a.; III.B.2.a.; IV.B.2.b.



Vacant warehouse space can easily be converted to retail by adding awnings, signage, and landscaping

V. Special Design Options

F. Sensitive Lands Cluster Option

Intent – Promote innovative cluster design to preserve the site's washes, hillsides and ridges, native vegetation, open space and trails resources, and scenic vistas.

Example – *Silverado Hills*: This residential cluster project in the far eastern part of the City (Houghton-Broadway area) preserves natural spine washes and valuable wildlife habitat in accordance with Area Plan policies. In addition to preserving natural drainage patterns and wildlife habitat and movement, this cluster arrangement provides residents with open space and scenic view amenities.



Desired Design Qualities

- Cluster design should preserve native plants and wildlife habitat
- Any development on slopes steeper than 10% should be avoided
- Grading should be limited to building pads and access roads
- Landscaping on the home sites should complement existing indigenous vegetation, use xeriscape design principles, and water conservation irrigation
- Washes should be kept in their natural state or re-vegetated if previously disturbed
- Viewshed disruption should be minimized from both adjacent properties and roadways
- Public access to priority public trails and recreation areas should be provided

Typical Selection Criteria

- Sites have a diversity of natural resources, including sensitive and critical habitat
- Sites are located in paths of current development in urbanizing areas and not on solitary parcels separated from current or planned developments
- Site topography includes flat areas appropriate for clustering

Related Policy Links—LU Policy 2 (2.4); LU Policy 3 (3.1); LU Policy 7; LU Policy 9 (9.2, 9.6, 9.7); CCD Policy 1 (1.1, 1.4, 1.6); CCD Policy 2; CCD Policy 3; CCD Policy 5 (5.4)
Design Guidelines I.A.1.a.; I.A.1.b.; I.A.1.c.; I.A.2.b.; I.B.3.b.; I.B.3.d.; I.B.5.a.; I.B.5.b; II.A.4.b.



Grading should be minimized on development sites and natural vegetation should be preserved on the environmentally sensitive lands located at Tucson's boundaries