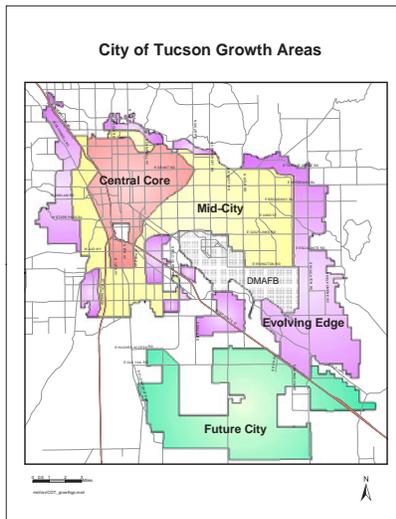


# ELEMENT 1: GROWTH AREAS AND POPULATION

## Introduction

The depth and complexity of the issues facing Tucson and all urban areas today are staggering. There is a need to balance the many daily decisions of individuals and organizations, operating within an ever-changing economy and marketplace, with the provision of public infrastructure that carries a 50-year life span. Those decisions must also be weighed within the context of the built environment, which is progressing through its own life cycle. The long-term prosperity and vitality of the city demands a set of strategies, which recognizes these complexities and interrelationships of the community's social fabric.



The term “development” is used in this element in the broadest sense to include new construction and rehabilitation. The Growth Areas and Population Element recognizes that not all undesirable conditions can be addressed by a blanket approach, nor can all opportunities be exploited with a single policy. This approach provides a set of strategies which is inclusive, which does not favor or exclude any part of the city, and which promotes vitality in all parts of the city. The policies encompassed in each of the Growth Areas seek to balance the needs, desires, and decisions of the many families, individuals, organizations, and businesses that comprise the community. This approach recognizes the existence of development activity in all areas of the city.

The Growth Areas and Population Element is the City's response to the Growing Smarter Act mandate, as set forth in ARS 9-461.05.D.2. This element is premised on the existing and projected population growth of the City. Tucson was the 45th largest U.S. city in 1980, 34th largest in 1990, and 30th largest in 2000. The population growth rate for the next 25 years should average about 1.8 percent per year. This element identifies those areas that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements, which are designed to support a planned concentration of a variety of uses, including residential, office, commercial, tourism, and industrial.

The element includes policies and strategies designed to: (1) make automobile, transit, and other multimodal transportation more efficient; make infrastructure expansion more economical; and provide for a rational pattern of land development; (2) conserve significant natural resources and open space areas in the Growth Areas and coordinate their location to similar areas outside the Growth Area's boundaries; and (3) promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financial planning that is coordinated with development activity.

The development of this element evolved from a response to the legislative mandate into the creation of a broader policy framework which more fully recognizes the complex nature of the city of Tucson. Within this framework, public investment decisions regarding infrastructure and other capital facilities, redevelopment, or revitalization can be pursued in a citywide context which allows for greater recognition and understanding of the implications of such decisions.

## ***Element 1: Growth Areas and Population***

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This element recognizes the dynamics and complexities of market forces; the choices of individuals, families, and organizations; and the life cycle of structures. The underlying premise for the element is that the different areas of the city require different strategies and policies to address problems and to build on opportunities. These strategies seek to prevent deterioration, to foster revitalization, and to manage new growth in a financially equitable manner.

The use of the term "balance" is an essential component of the Growth Areas and Population Element. The City's efforts to maintain a vital community and built environment consist of a series of interrelated policy issues. Each of these policy issues has its own political, livability, and budget implications. These policy issues include: promoting new development and redevelopment in the existing urbanized city; encouraging the rehabilitation and reuse of structures; managing new development at the city's edge; addressing the costs of providing infrastructure and facilities to serve new development, relative to the revenues received from this development; and fostering environmental preservation and protection.

The City currently has adopted policies and ongoing or special programs which intersect each of these policy issues. Recognition of these policy issues, and the current City approaches to addressing these issues, creates a framework for policy analysis and discussion and affords all interested parties the opportunity to more fully gauge the implications of a suggested policy direction.

### ***Background***

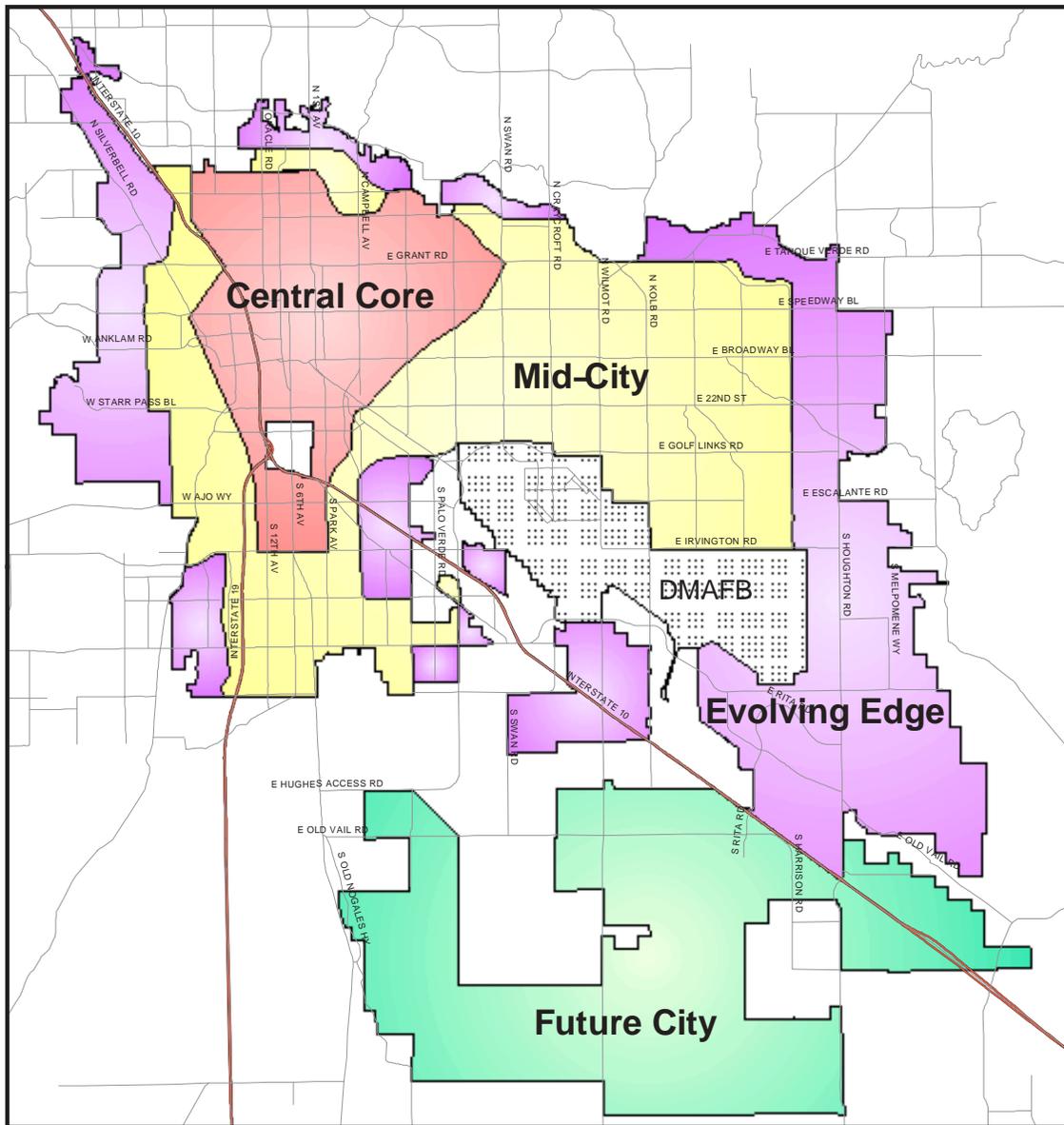
#### ***Population Component***

The City's basic responsibility is to protect the safety and welfare of its citizens. The City would provide the infrastructure and services required to adequately serve the people. The likely demands required by future growth would be obtained cooperatively through regional processes to estimate and project population. These demand levels would be used by City staff in planning efforts.

#### **City of Tucson Population Projections**

<b>Year</b>	<b>Projected Population</b>
<b>1990</b>	<b>405,390</b>
<b>1995</b>	<b>442,910</b>
<b>2000</b>	<b>485,790</b>
<b>2005</b>	<b>532,183</b>
<b>2010</b>	<b>588,558</b>
<b>2015</b>	<b>650,169</b>
<b>2020</b>	<b>711,812</b>
<b>2025</b>	<b>771,438</b>

## City of Tucson Growth Areas



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***Growth Area Component*** The built environment of the city of Tucson is dynamic. New structures, community facilities, and infrastructure are built as others decline or are revitalized. The natural cycle of the built environment is construction, economic usefulness, deterioration (due to age, neglect, economic obsolescence, or a combination), and revitalization, which extends the economic life, or continued deterioration, which may lead to the need for demolition in the case of structures or replacement in the case of infrastructure. Various stages of the cycle appear to be more prominent in different areas of the city. Thus, at different stages of the cycle, one area may need a different set of strategies to address its localized conditions or opportunities than another. Similarly, depending on the opportunities available or those that can be created, the overall type of development occurring may differ from Growth Area to Growth Area.

The four Growth Areas are shown on the City of Tucson Growth Areas Map, and are defined as: the Central Core, the Mid-City, the Evolving Edge, and the Future City. The Growth Areas have been identified to be consistent with the Growing Smarter mandate. A set of policies has been established for each of the Growth Areas. These policies not only address the issues raised by Growing Smarter but also look at the broader policy issues facing each Growth Area.

The four Growth Areas in the City of Tucson were established to reflect the land use patterns in the historically different areas of the City and to use that information as a basis to: (1) establish a Community Facilities Management Strategy (CFMS) and (2) identify development and redevelopment opportunities for structures and land across the entire City. A process must be established which creates a rational and systematic approach to addressing the challenges and capitalizing on the opportunities identified in each of the Growth Areas.

The overall goal of this element is to build upon the positive steps the City has already undertaken to address development and redevelopment opportunities and to establish the policy foundation for creating a CFMS.

***Growth Area Administration*** The Growth Areas and Population Element creates a systematic approach to addressing issues related to maintenance and to development of the built environment by establishing Action Plan Areas (APA). The APAs merge multidepartmental-based information on: public facility conditions, maintenance and replacement plans, extension plans, assessment inventories of the built environment, and facility financing opportunities. The multidepartmental data gathering and analysis of the conditions and needs of existing public buildings, facilities, and services facilitate the prioritization of the expenditure of public funding through programs such as the Five-Year Capital Improvements Program (CIP). The goals of an APA may also include economic development or socioeconomic issues, which may extend beyond the issues of land use and the built environment.

The APAs coordinate capital improvements, development programs, and possibly other programs, as established by the Mayor and Council, and are the key implementation components of the CFMS. APAs continue to exist only as long as is necessary to ensure that CIP coordination is maintained; the projects are completed; and the goals of the CFMS are achieved.

## ***Element 1: Growth Areas and Population***

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The CIP projects identified as part of the APA are coordinated to maximize the impact of the public investment based on the policy guidance of the Cost of Development Element. To be effective, the resources necessary to implement the Action Plans must be identified and committed to achieving the goals of the APA. The resource commitment may extend beyond a single budget year, yet all resources must be identified in the five-year CIP. APAs are to be identified in the five-year CIP with the annual CIP budget programmed as an implementation component of the CFMS.

APAs are established by the Mayor and Council in response to CIP demands and the APA criteria. Annual progress reports for each of the APAs would be submitted to the Mayor and Council for review. Progress reports for an APA would provide an update of the work completed to date and would also contain a work plan and budget recommendations for the upcoming fiscal year.

As part of the budget process, the Mayor and Council would conduct an annual review of the progress of APAs, based on the progress reports and the long-term goals of the CFMS. Should the Mayor and Council determine that the goals for an APA have been met and that the Action Plan has been fully realized, the Mayor and Council would declare the Action Plan to be implemented and would dissolve the APA. During the budget process, the Mayor and Council would also determine whether the goals of the CFMS warrant the creation of additional APAs.

The following policies are set forth to establish the four Growth Areas and to provide policy direction for the creation of a CFMS.

### ***Growth Areas and Action Plan Areas (APAs)***

#### ***Policy 1: Establish the four Growth Areas and the process for establishing APAs to create the structure for the CFMS and to achieve a balance of development across the community.***

#### ***Supporting Policies***

1.1 Establish the Central Core, Mid-City, Evolving Edge, and Future City Growth Areas.

1.2 Develop criteria for the creation of APAs, based upon level of service standards set forth in the Public Buildings, Services, and Facilities Element; facility plans; land use plans; critical need; facility demand based upon projected growth; and the general policy direction established for each Growth Area.

#### ***Actions***

1.2.A *Establish a plan content and structure protocol to promote consistency across all plans.*

1.2.B *Define critical need.*

1.2.C *Initiate an internal analysis and review process for*

## ***Element 1: Growth Areas and Population***

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*Action Plans which coordinates the CIP with the work plans of the appropriate City departments within the overall context of the CFMS.*

*1.2.D Conduct the appropriate review as part of the budget process.*

*1.2.E Develop a reporting protocol to effectively convey the findings of the analysis of the APAs to the Mayor and Council.*

### **Policy 2: Commit to developing a CFMS, which includes providing the staffing and technology resources to manage the program.**

#### ***Supporting Policies***

2.1 Use the CFMS as the long-range framework for development of the annual and Five-Year Capital Improvements Program and for assessing and committing public funds to rehabilitation, redevelopment, or development programs or projects.

2.2 Develop plans for the maintenance, replacement, and extension of community facilities, as set forth in Policy 2 of the Cost of Development Element.

2.3 Conduct surveys of the built environment to begin to establish an inventory of conditions, needs, and opportunities.

2.4 Establish a central "clearinghouse" within the City organization where all facility maintenance, replacement, and extension plans are housed and can be coordinated with the results of the surveys of the built environment.

### **Policy 3: Establish a cost accounting system within the City organization which can identify and track the true cost of public improvements on a geographic basis.**

#### ***Supporting Policy***

3.1 Integrate the cost accounting program into the reporting process for APAs and the CFMS.

## Element 1: Growth Areas and Population

### GROWTH AREAS

The Growth Areas Component of this element discusses the four Growth Areas and provides broad policy guidance for each area. The Land Use Element provides policies in greater detail for these areas. Included in each Growth Area discussion is a comparison of the 1990 and 2000 U.S. Census counts and a land availability analysis. The complete data for these discussions are provided below in Table 1, Growth Areas Population, and in Table 2, Vacant Land: Parcels by Ownership, Size, and Growth Area.

GROWTH AREAS POPULATION							
Growth Area	1990*	1990*	2000	2000	90-'00	90-'00	90-'00
	Population (2001 area)	% of City Area	Population	% of City Area	Change	Growth Rate	% of all Growth
Central Core	133,241	31.6%	138,807	28.5%	5,566	4.2%	8.6%
Mid-City	221,611	52.5%	251,765	51.7%	30,154	13.6%	46.7%
Evolving Edge	62,490	14.8%	90,230	18.5%	27,740	44.4%	43.0%
Future City	4,778	1.1%	5,897	1.2%	1,119	23.4%	1.7%
Tucson	422,120	100.0%	486,699	100.0%	64,579	15.3%	100.0%

Table 1

VACANT LAND: PARCELS BY OWNERSHIP, SIZE, AND GROWTH AREA													
PARCEL SIZE (sq. ft.)	CENTRAL CORE		MID-CITY		EVOLVING EDGE		FUTURE CITY		TOTAL		TOTAL ALL VACANT	CUMMULATIVE	
	Private	Public**	Private	Public**	Private	Public**	Private	Public**	Private	Public**		SUM	%
0 - 7,000*	1,760	1,016	1,995	472	3,760	568	1	-	7,516	2,056	9,572	9,572	41.9%
7,000 - 14,000	1,135	868	1,289	597	1,199	1,009	-	4	3,623	2,478	6,101	15,673	68.5%
14,001 - 43,560	385	480	700	355	745	244	-	3	1,830	1,082	2,912	18,585	81.3%
43,561 - 216,800	121	354	586	314	797	251	3	12	1,507	931	2,438	21,023	91.9%
216,801 - 435,600	12	45	75	96	945	76	-	-	1,032	217	1,249	22,272	97.4%
435,601 or more	4	40	45	117	190	188	3	6	242	351	593	22,865	100.0%
Total Parcels	3,417	2,803	4,690	1,951	7,636	2,336	7	25	15,750	7,115	22,865		
Total Area (acres)	998.5	2,967.6	3,570.5	6,917.5	10,072.2	25,938.0	700.6	30,507.8	15,342	66,331	81,673		
% of Vacant in Area	25.2%	74.8%	34.0%	66.0%	28.0%	72.0%	2.2%	97.8%	18.8%	81.2%			
% of Vacant in City	1.2%	3.6%	4.4%	8.5%	12.3%	31.8%	0.9%	37.4%					

\* Many parcels are too small to be economically developed.

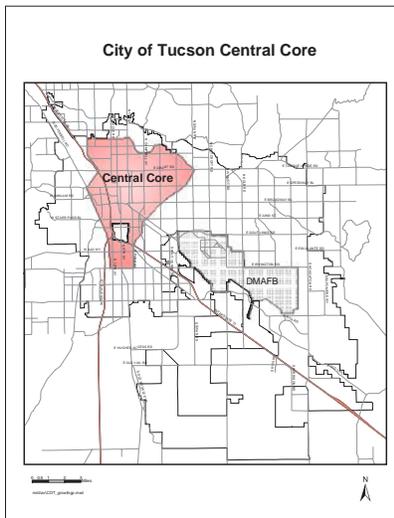
\*\* Much public, tax exempt land is coded by the assessor as if it were vacant when in fact it is in use. Each parcel must be individually investigated.

The estimate of public vacant land is inflated.

Table 2

### Central Core Growth Area

#### **Introduction**



The Central Core Growth Area (Central Core) of the city, a substantial part of which was constructed prior to World War II, contains many structures now experiencing the revitalization phase of the cycle and comprises a substantial part of the economic activity within the city. The development pattern in the Central Core was established in the pre-automobile era, which is reflected in the close mix of residential, commercial, office, and industrial uses. The Central Core, due to its age, is also different in its physical development than the rest of the city. It has narrower streets and different types of water pipe and sewer construction.

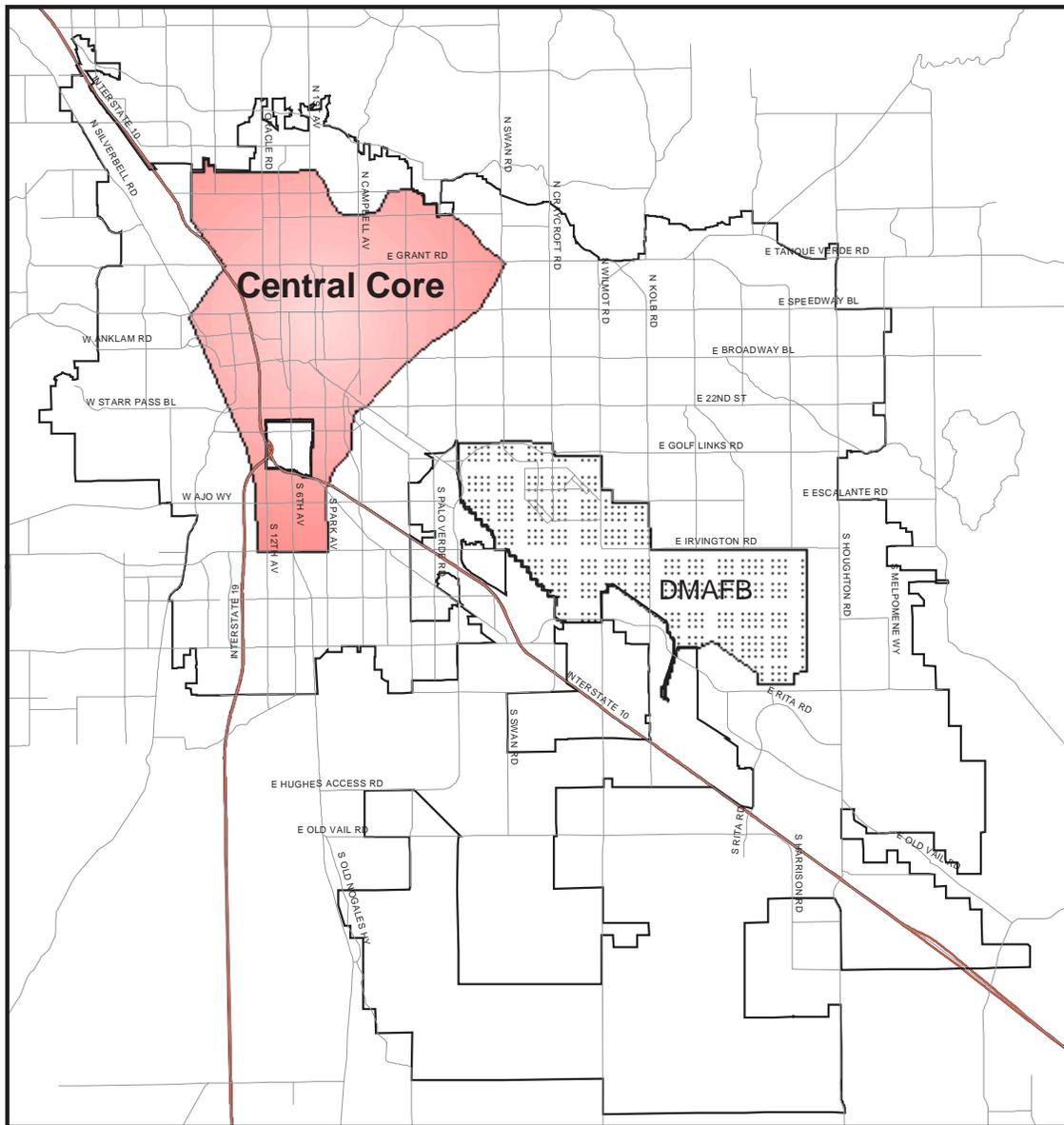
This area contains many of the community's most dynamic and historic neighborhoods and sites. Many of these historic buildings have undergone extensive renovations, including historic preservation efforts, and are still very viable. Others, however, would need investment to spur revitalization. Opportunities exist for scattered site infill projects and potentially for larger redevelopment projects; however, this area does not contain the tracts of vacant land needed for production housing construction at a larger scale.

The land use characteristics of the Central Core Growth Area, as currently classified by the County Assessor's database, reveal the dense nature of its development pattern. Nearly 40 percent of the land area is used for residential purposes. Commercial and industrial uses comprise approximately 9 percent and 5 percent, respectively, of the land uses. Nearly 25 percent of the land is used for streets, and approximately 8 percent is used for other public uses. Sixteen percent of the land within the area is classified as undeveloped, compared to 40 percent citywide. Undeveloped land, under the Assessor's classification system, does not automatically mean the land is available for development. The land may be in a floodplain or a wash; it may be a very small remnant; or it may be tax-exempt public land developed for public facilities.

A substantial amount of the economic activity within the city takes place within the Central Core. Approximately 40 percent of the business licenses are issued to Central Core sites. In addition, nearly 32 percent of the office space and 47 percent of the industrial space is located within the Central Core. Approximately 42 percent of all employment is within the Central Core. Clearly the Central Core and the Mid-City area, discussed below, are the "Economic Engine" of the city. Figure 1 contains the comparison of economic activity for all four areas of the city.

While the Central Core may include a substantial portion of the economic activity, an overview of the 1990 demographic data (the most current available) points to issues and opportunities which can have an impact on the future development and revitalization of the area. The area was home to 32 percent of the city's population. Nearly 40 percent of the residents were

# City of Tucson Central Core



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minorities, compared to 35 percent citywide. The poverty rate was 32 percent and was coupled with a 10 percent unemployment rate. Citywide, these rates were 20 percent and 8 percent, respectively. Strategically developed and executed Action Plans can impact issues beyond land use in the Central Core.

***Population*** The Central Core Growth Area encompasses approximately 27 square miles and has a 2000 population of 138,807 people. That population figure represents an increase over 1990 of 5,566 people, a growth rate of 4.2 percent. The growth in the Central Core, over the last decade, was 8.6 percent of the population growth of the city as a whole. During the years 1997-1999, over 2,000 permits were issued for new residential structures, and another 932 permits were issued for residential improvements in the Central Core. The growth and activity within the Central Core highlights the area's vitality and desirability as a place to live.

***Land Availability*** While the Central Core remains a vital and desirable place to live, the potential for new residential development, on currently vacant land, is limited. Table 2 shows that the amount of private, vacant land is quite limited, and the availability of larger lots, suitable for subdivisions, is scarce. Thus, the overall potential for future residential development, on currently vacant land, in the Central Core would be limited mostly to the development of scattered sites and some smaller subdivisions. This area, however, is projected to retain its character as the city's "Economic Engine" and remain a major employment center within the metropolitan area.

***Background*** The Community Facility Management Strategy should be consistent with the City's *General Plan*. Therefore, APAs established within the Central Core Growth Area should include the overall policies listed below. These policies address the key issues in the Central Core Growth Area and are consistent with the policies found in the following elements: Land Use; Community Character and Design; Circulation; Conservation, Rehabilitation, and Redevelopment; Housing; and Economic Development.

***Policy 4:*** **Implement the Rio Nuevo Master Plan, as adopted by the Mayor and Council, to develop the Downtown retail core as the primary regional activity center for finance, culture, and government, complemented by a mixture of land uses that supports Downtown housing and is compatible with the adjacent Downtown's historic residential neighborhoods.**

***Policy 5:*** **Promote land use, transportation, and urban design improvements that would link the Downtown with Fourth Avenue, the Warehouse District, and the University of Arizona and would enhance the historic and cultural quality within the greater Downtown.**

***Policy 6:*** **Support commercial revitalization that builds on transportation improvements and that establishes appropriate links to the adjacent and surrounding neighborhoods.**

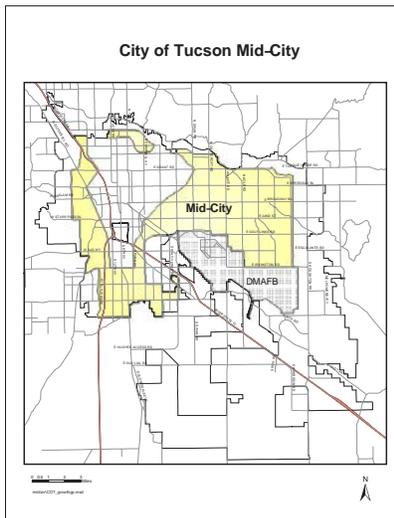
**Policy 7:** Promote the continued viability of historic neighborhoods, historically significant structures and sites, and the development and retention of residential uses in the greater Downtown.

**Policy 8:** Support a mix of housing types and opportunities throughout the Central Core Growth Area to meet the diverse needs of the residents.

**Policy 9:** Investigate the creation of Infill Incentive Districts as permitted under Arizona law.

### Mid-City Growth Area

#### *Introduction*



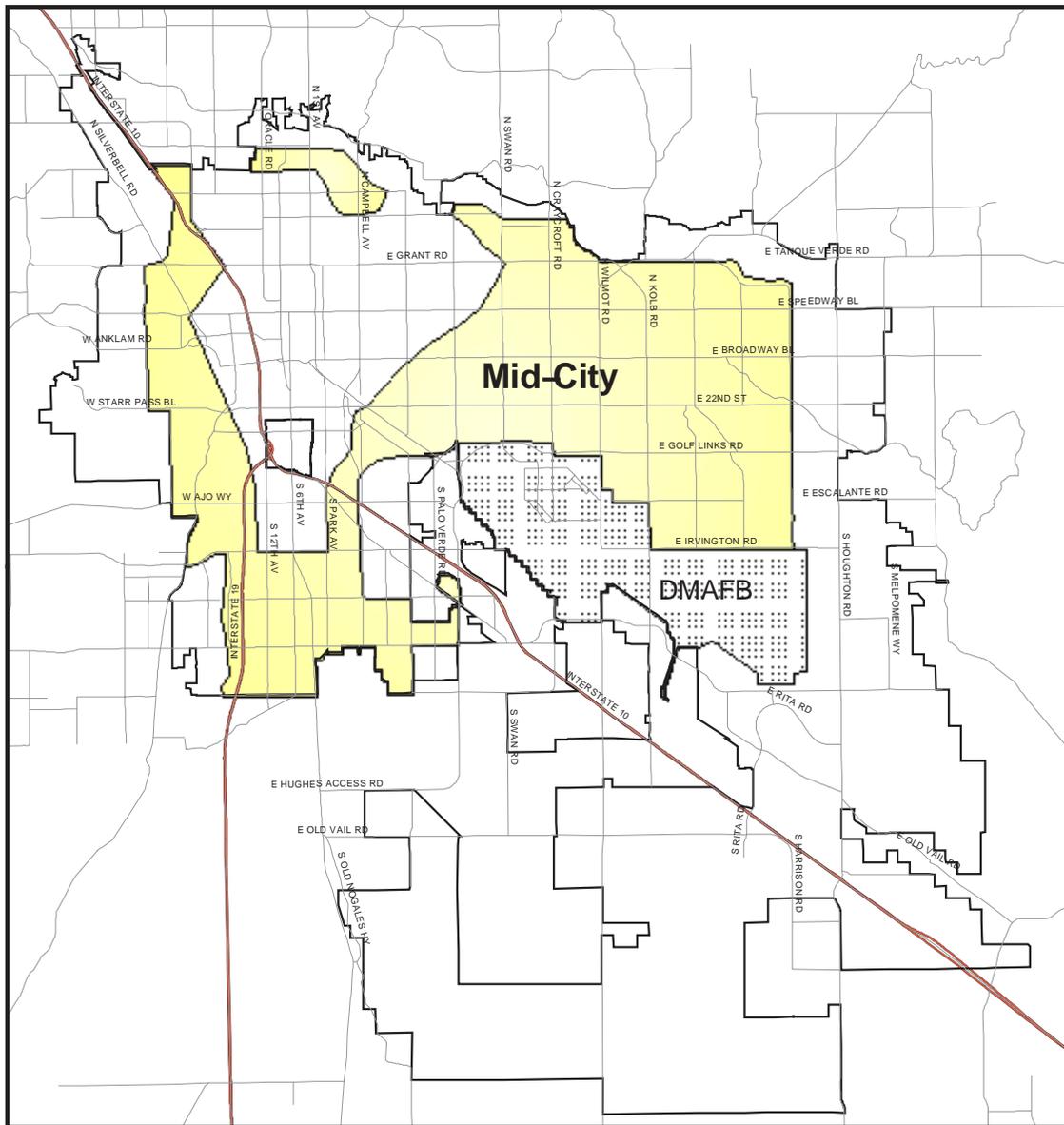
Some of the residential structures in the Mid-City Growth Area (Mid-City) are showing signs of deterioration due to age and neglect, but there is not significant, widespread deterioration. Many of the neighborhoods are experiencing turnover as the original property owners are leaving, and new, younger families are moving in. The policies below are designed to provide incentives for private reinvestment in these areas.

Many of the commercial properties in this area were developed for a retail space market that no longer exists. The anchor stores in the retail centers are too small for today's market; thus they stand vacant, causing some of the commercial centers in the Mid-City Growth Area to experience downturns. The vacant anchor store no longer draws patrons to the center to support the smaller shops, and it creates a negative visual impact on potential lessees of other space within the center. The policies below encourage the City to explore opportunities to work with the private sector to bring these centers back to life.

The Mid-City is serviced by a grid system of arterial and collector streets. As development has moved to the east and northeast, the east-west routes have experienced a substantial increase in crosstown commuting. The policies listed below focus primarily on land use changes along major streets. Specific transportation policies and standards can be found in the currently adopted *Major Streets and Routes Plan*.

Properly designed activity centers are attractive gathering places that serve civic, public, and community purposes. Activity centers also can reduce automobile travel; increase transit use and pedestrian travel; replace many of the undesirable characteristics of strip commercial development; and become the focus and hub of regional, community, district, or neighborhood activities. Although activity centers are more than shopping centers, the anchor of most activity centers is shopping, complemented by restaurant,

# City of Tucson Mid-City



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## ***Element 1: Growth Areas and Population***

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entertainment, and office uses. An activity node offers a limited range of services primarily for the immediate neighborhood. Regional activity centers, such as the Downtown, include a variety of cultural, employment, retail, government, and educational services.

**Population** The Mid-City Growth Area contains 51 percent of the city's population. From 1990-2000, the area gained 30,154 people for an estimated population of 251,765. This represents a 13.6 percent increase in population for the Mid-City Growth Area, and it was nearly 47 percent of the entire population increase for the city, during the decade. Over 4,000 new residential permits were issued from 1997-1999.

**Land Availability** As shown in Table 2 the Mid-City Growth Area contains enough vacant land for sustained development activity for the near term, although the number of larger parcels is limited. Only 45 parcels of 10 or more acres remain in this area. As the larger and more economically feasible parcels are developed, the rate of growth in the Mid-City Growth Area should begin to slow. Development would continue as there are still a substantial number of smaller parcels which can be developed.

**Background** The overall policies of the Mid-City Growth Area are focused on neighborhood preservation, transportation efficiencies, and commercial revitalization. These policies should be part of any Action Plan identified for the Mid-City Growth Area.

**Policy 10:** Support continued neighborhood investment.

**Policy 11:** Support a mix of housing types and opportunities throughout the Mid-City Growth Area to meet the diverse needs of the residents.

**Policy 12:** Explore opportunities to promote the rehabilitation of commercial nodes and centers.

**Policy 13:** Continue to explore opportunities to improve traffic flow along the crosstown corridors through capacity improvements, innovative technologies, land use coordination, and promotion of alternate modes of travel. Consider the impacts of these corridors on adjacent neighborhoods.

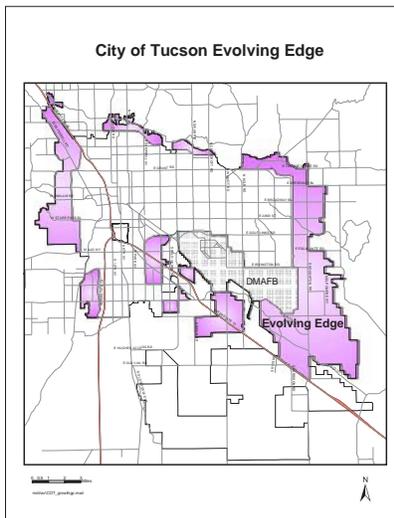
**Policy 14:** Promote strategically located mixed-use activity centers and activity nodes in order to increase transit use; reduce air pollution; improve delivery of public and private services, and create inviting places to live, work, and play.

**Policy 15:** Support development which utilizes existing facilities and which minimizes the need for additional public facilities.

## **Evolving Edge Growth Area**

### **Introduction**

The construction curve of the cycle is most evident in the Evolving Edge Growth Area (Evolving Edge). This area includes development in diverse parts of the city. The Evolving Edge is characterized by larger, relatively easy to develop tracts of land. New residential subdivisions and large industrial parks constitute the majority of development in the Evolving Edge Growth Area. It also contains elements of suburban development ranging from the 1960s through the 1990s. Issues surrounding development at the Evolving Edge include preservation of natural open space, the continued development of an interconnected regional trail system, development patterns which respect the lay of the land, and finding mechanisms to equitably finance new infrastructure needed to serve new development.



While the Evolving Edge Growth Area is experiencing significant development activity, over 40 percent of the land is still undeveloped. Much of this land can be developed. Census data shows that in 1990 this area contained only 15 percent of the city population. This population was 28 percent minority and more affluent than the city as a whole, with poverty rates and unemployment rates at a relatively lower 10 percent and 5 percent, respectively.

The sparse development of this area is reflected in the land use proportions and the level of economic activity. Residential is the primary land use in the Evolving Edge Growth Area, comprising approximately 18 percent of the land. Streets cover 8 percent, and the commercial, industrial, and public land uses range from 3 to 6 percent each.

### **Population**

The Evolving Edge Growth Area experienced a 44.4 percent population increase, to an estimated year 2000 population of 90,230 persons. The Evolving Edge is projected to receive a significant portion of the new development and population growth of the city over the ten-year life of this *Plan*. Much of the Evolving Edge Growth Area is comprised of State Trust lands, which may be released for disposition over the next ten-years.

### **Land Availability**

Much of the projected growth in the Evolving Edge Growth Area would occur in the southeastern portion of the city, which is shown on the Generalized Distribution of Land Use Patterns as Master Planning Areas. The area east of South Houghton Road and north of Interstate 10 (I-10) includes nearly 8,000 acres of State Trust land. The State Land Department, at the publication of this *Plan* document, is engaged in a conceptual planning effort for these lands. Within this area, three developments are currently either in construction or in the latter planning stages. The three developments include plans for over 2,000 dwellings. It is anticipated that the State Land Department will complete the conceptual plan in 2001 and,



## ***Element 1: Growth Areas and Population***

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once that plan is integrated into this *General Plan*, will dispose of the first phase of the Trust land in 2002.

***Background*** The Evolving Edge Growth Area contains large tracts of State Trust land which are projected to be released in phases throughout the ten-year horizon of this *Plan*. The Trust lands are undeveloped and are not served by public facilities. Houghton Road, a major corridor adjacent to the State Trust land, would not provide the capacity needed to serve this area once development begins on the State Trust land.

The policies guiding the development of land within the Evolving Edge Growth Area focus on the need to phase the release and development of Trust land to coincide with the availability of the public facilities needed to serve the new development. A long-range capital improvement plan, established as part of the CFMS, is recommended to ensure the necessary public facilities are in place and to ensure the equitable funding of those facilities.

***Policy 16:*** Develop a long-range capital improvement program as part of the CFMS to coordinate the construction of the required facilities with the release and development of State Trust land.

***Policy 17:*** Engage the Arizona Department of Transportation (ADOT) and the Arizona State Land Department (SLD) in a cooperative planning and construction program for the Houghton Road Corridor and the adjacent State Trust lands. Phase the reconstruction of Houghton Road to meet the anticipated increase in demand for road capacity as the State Trust land develops.

***Policy 18:*** Establish the Desert Village (as presented in the Land Use Element) land use pattern for the large tracts of State Trust land within the Evolving Edge Growth Area. Desert Villages include strategically located Desert Village centers and community centers to increase transit use; reduce air pollution; improve delivery of public and private services; and create inviting places to live, work, and play.

***Policy 19:*** Promote policies, programs, and improvements which support a compact, transit-oriented jobs-housing balance within the I-10 Corridor.

***Policy 20:*** Support compact development patterns which minimize the need for additional public facilities.

***Policy 21:*** Support a mix of housing types and opportunities throughout the Evolving Edge Growth Area to meet the diverse needs of the residents.

***Policy 22:*** Protect washes, linkages to important habitat areas, and wildlife corridors through design and development practices which respect the natural environment.

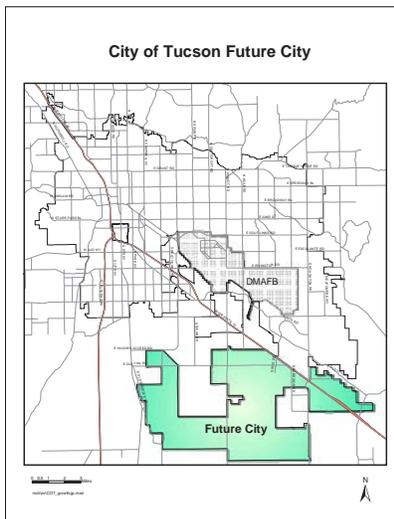
**Policy 23:** Expand the regional trail system and connect it with the Pima County system.

**Policy 24:** Investigate, as part of the CFMS, the establishment of a "Concurrency" ordinance, an "Adequate Public Facilities" ordinance, or a "Service Area Boundaries" ordinance to require public facilities to be in place or to be properly phased to meet the demand of new development.

### **Future City Growth Area**

#### ***Introduction***

The Future City Growth Area contains nearly 50 square miles of undeveloped State Trust land lying within the city of Tucson's south and southeast sides. These lands hold the potential for the long-term growth of the city. With potentially quick access to the Multifunctional Corridor along I-10, east of Tucson International Airport, these lands comprise areas of future employment and residential development. The majority of future job growth is anticipated to be along the I-10 Corridor; thus properly phased development of this Growth Area would prove to be an important land use strategy.



Nearly 90 percent of the land in the Future City Growth Area is vacant. Residential, commercial, and industrial uses, combined, comprise approximately 7 percent of the land area. Approximately 2 percent of the workforce is employed in the Future City Growth Area.

Currently, the predominant land uses within the Future City Growth Area are large regional institutional or distribution facilities. This area contains a state and a federal prison, with plans for an additional state facility; the City's police and fire training facility; a regional power generating plant; and large electrical and gas transmission facilities.

#### ***Population***

The 2000 U.S. Census population estimate for the Future City Growth Area is 5,897 persons, an increase of 1,119 from 1990. The population growth for this area is anticipated to be moderate over the near term. Anticipated development would be associated with the regional facilities. This development may generate some additional employment; however, residential development is not anticipated for the near term.

#### ***Land Availability***

With nearly 50 square miles of vacant public land, the vast majority of which is State Trust land, the Future City Growth Area is just that, the future of the city of Tucson. This area holds the long-term growth potential of the city. Significant urban development is not anticipated in the near term; however, urban development would be occurring in this area for the next 50 years.



**Background** The City has the opportunity to plan for phased development within this Growth Area. The opportunity exists to establish policies for the financially equitable provision of public infrastructure to serve future development. This opportunity can position the City financially to be most able to address community facility issues in all of the Growth Areas. Used together, the CFMS and the policies for financing public facilities, as set forth in the Cost of Development Element, can result in the coordination of capital improvements with land development. This, in turn, would allow the City to establish equitable policies for funding open space, roadways, sewer and water lines, etc., to help orderly development of these areas.

**Policy 25:** Work cooperatively with the State Land Department to master plan and phase the release and development of State Trust lands over time, to coincide with community need and the availability of the required infrastructure and services.

**Policy 26:** Establish the Desert Village (as presented in the Land Use Element) land use pattern for the large tracts of State Trust land within the Future City Growth Area. Desert Villages include strategically located Desert Village centers and community centers to increase transit use; reduce air pollution; improve delivery of public and private services; and create inviting places to live, work, and play.

**Policy 27:** Support a mix of land uses, including housing types and opportunities and supporting retail and commercial services, to balance housing and services with the anticipated jobs in the I-10 Corridor and to reduce the need for long-distance, single occupant vehicle commuting.

**Policy 28:** Protect washes, linkages to important habitat areas, and wildlife corridors through design and development practices which respect the natural environment.

**Policy 29:** Expand the regional trail system and connect it with the Pima County system.