

ATTACHMENT C

to Planning Commission Memo re Plan Tucson, 2-27-13

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DEVELOPMENT REVIEW GUIDANCE

Background

This document presents a DRAFT of the Development Review Guidance section recommended by staff for inclusion in the Revised Plan Tucson Draft. This Guidance is intended to provide more specificity for use of Plan Tucson (the City's proposed new General Plan) in rezoning and other discretionary land use cases. Included are development policies from the current, 2001 General Plan organized by the Building Block categories from the Plan Tucson Opportunity Areas Map presented in the Plan Tucson Draft.

Staff in the City of Tucson Planning and Development Services Department use this Guidance to address areas proposed for rezonings and other discretionary land use cases not covered by specific plan, such as Area or Neighborhood Plans, or for which specific plans do not provide sufficient information. The inclusion of this Guidance also addresses some public comments that specific policies related to land use from the current General Plan were not included in the Plan Tucson Draft.

This DRAFT document is being reviewed closely for its conformance with other Plan Tucson policies recommended in Attachment B to the Planning Commission memo dated February 27, 2013. Additionally, the Opportunity Areas Map Building Block descriptors and locations on the Plan Tucson Opportunity Areas Map are undergoing refinement for further clarity and usability. Any changes to Guidance incorporated into the Revised Plan Tucson Draft will be highlighted with the release of the Revised Draft.

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The City of Tucson's Unified Development Code (UDC) regulates the development of property. Plan Tucson, the City's General Plan (hereafter the General Plan); the Design Guidelines Manual; and the adopted functional and specific plans provide policy guidance for reviewing applications for changes in zoning, variances, and other special development applications.

Design Guidelines Manual

The Design Guidelines Manual, prepared in 1999, presents a variety of design options and techniques that illustrate ways to improve the overall quality of development. Using this manual, city staff and a developer can work together to create a mitigation design to minimize negative impacts on surrounding properties, protect the integrity of existing neighborhoods, complement adjacent land uses, and enhance the overall function and visual quality of the community.

Functional Plans

Functional plans relate to a service or facility, such as public safety, water, roadways, transit, or parks and recreation. The Major Streets and Routes Plan (MSRP), is the most significant functional plan used. The MSRP establishes the hierarchy of streets. Because of the importance of circulation in the city, and the relationship of access to the intensity of use for any individual parcel or group of parcels, this plan is very tightly joined to the policy direction of the General Plan and specific plans. As a result of the interrelationship of circulation and land use, the MSRP (which also has an overlay zone) and UDC are tightly interwoven to provide specific direction on how access may occur to and what type of land use intensity or residential density may occur on a parcel or group of parcels.,

Specific Plans

Specific plans relate to particular geographic areas of the City, such as the downtown, a neighborhood, an area, or a corridor. Both the specific plan covering an area and policies contained in the City's General Plan, should be consulted for development review guidance. If an interpretation question arises, the specific plan should take precedence. In the case where there is no specific plan covering an area, or where a specific plan does not contain sufficient policy guidance, the General Plan will provide primary development guidance.

The Development Review Guidelines below are intended to provide this guidance for rezonings and other discretionary land use cases in areas without adequate specific plan direction. In these cases, the General Plan Opportunity Areas Map should be referenced for determination of the appropriate "building block" that a particular development falls within. The first set of Development Guidelines applies to all locations and types of development, while the subsequent Guidelines apply within specific Opportunity Areas Map "building blocks."

If and when all areas of the City should be addressed through updated specific plans, as is the objective of a proposed Plan Tucson Draft policy to develop “planning and service areas” (Policy LT18, pg. 3.110), this Development Review Guidance should be reviewed to determine its continued appropriateness for use in rezoning and other discretionary land use cases.

Guidelines that Apply to All Locations and Types of Development

1. Utilize solutions and strategies included in the Design Guidelines Manual to provide an improved level of community design.
2. Require telecommunications facilities be located, installed, and maintained to minimize visual impact and preserve views. Cabling and fiber optics should be installed underground where possible, and the visual impact of cellular towers should be a prime consideration in the City's acceptance and approval.
3. Improve the appearance of above-ground utilities and structures and extend access to high-tech wireless communications facilities throughout the city.
4. Consider incentives and other programs that remove or bring into conformance nonconforming signs, particularly in conjunction with roadway and public works improvements.
5. Support the relocation of nonconforming signs removed due to roadway construction or other public works projects, when their new location or design meets current Sign Code requirements.
6. Require nonconforming signs to be removed or brought into conformance as a condition of rezoning or special exception land use and upon development plan approval.
7. Preserve and strengthen the distinctive physical character and identity of individual neighborhoods and commercial districts in the community.
8. Support land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and enhance the historic and cultural quality within the greater Downtown. Continue to work with the University of Arizona, private developers, and neighborhood groups to enhance these linkages and Downtown design character.
9. Support 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.
10. Consider special zoning districts such as Planned Area Developments (PAD) or overlay districts as a way to promote the reuse of historic structures, foster mixed-use activity nodes, pedestrian and transit-oriented development areas, and pedestrian-oriented districts in areas suitable for redevelopment or enhancement.
11. Support the retention and expansion of existing business.
12. Support conservation and efficient water use in an effort to minimize the need for new water sources.

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13. Preserve Tucson's cultural heritage including its archaeology, architecture, and its array of cultural traditions.
14. Support the continuation of original use or adaptive reuse of historic landmarks.
15. Protect historic and archaeological resources.
16. Preserve Tucson's historic architecture in keeping with applicable rehabilitation standards.
17. Support methods to conserve and enhance habitat when development occurs.
18. Support the development and management of healthy and attractive urban vegetation.
19. Protect and improve air quality by reducing sources of air pollution.
20. Support an accessible open space system that connects open space in the urbanized area to the surrounding public natural areas.
21. Support an interconnected open space system.
22. Support an interconnected urban trail system throughout the city to meet the recreational needs of pedestrians, bicyclists, and equestrians.

Guidelines that Apply to Individual Opportunity Area Building Blocks

Building Block: Existing and New Neighborhoods

[Note: "Existing and New Neighborhoods" is a tentative label to address comments about the Building Block label "Complete Neighborhoods" on the Opportunity Areas Map in the Plan Tucson Draft and on the lack of labeling of existing neighborhoods. Language in this document will be checked for consistency with any revisions to the Opportunity Areas Map Building Block labels and descriptions, and any changes in this document will be checked for consistency with any revisions to the Opportunity Areas Map Building Block labels and descriptions.]

1. Low-density (up to 6 units per acre) residential development is generally appropriate along local streets and in the interior of established single-family residential areas.
2. Medium-density (between 6 and 14 units per acre) residential, with greater densities possible in conformance with the FLD provision. Medium-density residential development is generally appropriate where primary vehicular access is provided to an arterial or collector street and is directed away from the interior of low-density residential areas. In areas already predominately zoned R-2 additional medium-density residential may be appropriate.
3. High-density (greater than 14 units per acre) residential development is generally appropriate where primary vehicular access is provided to an arterial street and is directed away from the interior of low-density residential areas.
4. Support community commercial and office uses located at the intersections of arterial streets, taking into consideration traffic safety and congestion issues.
5. Support neighborhood commercial uses located at the intersections of arterial streets, arterial and collector streets, or collector street intersections.

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6. Support residentially-scaled neighborhood commercial and office uses along collector streets if the building is residentially scaled; the site design is pedestrian-oriented; the use will not generate significant auto traffic.
7. Support the redevelopment and/or expansion of existing strip commercial development that will improve traffic flow, pedestrian mobility and safety, and streetscape quality when:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Primary access can be generally provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Adjacent uses can consolidate design elements, where feasible, such as access points, parking, landscaping, and screening;
 - f. Current or future cross access between parcels and uses can be feasibly accommodated; and
 - g. Buildings and their associated activities, such as, but not limited to, loading zones and dumpsters, can be oriented away from adjacent residential uses, toward the interior of the site or toward boundaries adjacent to similar uses.
8. Consider the expansion of commercial areas into adjoining residential areas when logical boundaries, such as existing streets or drainageways, can be established and adjacent residential property can be appropriately screened and buffered. Commercial expansions or consolidations, especially in conjunction with street widening, may be an appropriate means to preserve the vitality of the street frontage and the adjacent neighborhood.
9. Consider public-private partnerships and shared investments in connection with future street projects. When right-of-way acquisition diminishes market viability for affected businesses, expansion to additional parcels to provide consolidated access and improved parking, including shared parking and other site amenities, may be considered.
10. Support the location of residentially-scaled office uses as a possible alternative to residential uses along major streets when:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;

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- e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and,
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.
11. Consider the conversion of residential structures to nonresidential uses or higher density residential uses where:
- a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.
12. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
13. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
14. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
15. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Neighborhood Centers

1. Medium-density (between 6 and 14 units per acre) residential, with greater densities possible in conformance with the FLD provision. Medium-density residential development is generally appropriate where primary vehicular access is provided to an arterial or collector street and is directed away from the interior of low-density residential areas. In areas already predominately zoned R-2 additional medium-density residential may be appropriate.

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2. High-density (greater than 14 units per acre) residential development is generally appropriate where primary vehicular access is provided to an arterial street and is directed away from the interior of low-density residential areas.
3. Support community commercial and office uses located at the intersections of arterial streets, taking into consideration traffic safety and congestion issues.
4. Support neighborhood commercial uses located at the intersections of arterial streets, arterial and collector streets, or collector street intersections.
5. Support residentially-scaled neighborhood commercial and office uses along collector streets if the building is residentially scaled; the site design is pedestrian-oriented; the use will not generate significant auto traffic.
6. Support the redevelopment and/or expansion of existing strip commercial development that will improve traffic flow, pedestrian mobility and safety, and streetscape quality when:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Primary access can be generally provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Adjacent uses can consolidate design elements, where feasible, such as access points, parking, landscaping, and screening;
 - f. Current or future cross access between parcels and uses can be feasibly accommodated; and
 - g. Buildings and their associated activities, such as, but not limited to, loading zones and dumpsters, can be oriented away from adjacent residential uses, toward the interior of the site or toward boundaries adjacent to similar uses.
7. Consider the expansion of commercial areas into adjoining residential areas when logical boundaries, such as existing streets or drainageways, can be established and adjacent residential property can be appropriately screened and buffered. Commercial expansions or consolidations, especially in conjunction with street widening, may be an appropriate means to preserve the vitality of the street frontage and the adjacent neighborhood.
8. Consider public-private partnerships and shared investments in connection with future street projects. When right-of-way acquisition diminishes market viability for affected businesses, expansion to additional parcels to provide consolidated access and improved parking, including shared parking and other site amenities, may be considered.
9. Support the location of residentially-scaled office uses as a possible alternative to residential uses along major streets when:

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- a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and,
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.
10. Consider the conversion of residential structures to nonresidential uses or higher density residential uses where:
- a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.
11. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
12. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
13. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
14. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Downtown

1. Support the Downtown core as the primary regional activity center for finance, culture, and government, complemented by a mixture of land uses to support Downtown housing that is compatible with the adjacent Downtown historic residential neighborhoods.
2. Support new residential opportunities in the Downtown.
3. Support upgrades to neighborhood infrastructure, including sidewalks and street lighting, which are compatible with the historic character.
4. Support retail and other private sector development that will complement and support the existing Downtown fabric.
5. Locate new major governmental, cultural, and educational facilities in the Downtown area.
6. Support historic neighborhoods, historically significant structures and sites, and the development and retention of residential uses in the greater Downtown.
7. Support appropriately located and scaled high-density residential uses in and near the Downtown to support Downtown services and retail and provide incentives to attract new commercial and other support services to the Downtown.
8. Support Downtown development and redevelopment of street level retail or other pedestrian-oriented land uses, such as galleries, restaurants, and cinemas.
9. Support revitalization of the Warehouse District for the development of a diversity of arts-related land uses and special cultural events.
10. Support City participation in the construction of multiuse parking structures that support intermodal opportunities and ground level retail.
11. Support public-private partnerships to enhance building facades and streetscapes.
12. Support land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and that will enhance the historic and cultural quality within the greater Downtown. Continue to work with the University of Arizona, private developers, and neighborhood groups to enhance these linkages and Downtown design character.
13. Support the limitation of drive-through facilities and auto-related uses, such as the sale, rental, service, or repair of vehicles, in Downtown pedestrian-oriented districts. Banks, restaurants, and pharmacies that provide in-car service should assure that the drive-through design will not conflict with pedestrian circulation.
14. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.

15. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
16. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
17. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Business Centers

1. Support development in or adjacent to existing regional and community-level activity centers that will:
 - a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-use activity centers;
 - b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;
 - c. Support alternate modes of transportation;
 - d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;
 - e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and
 - f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes, public sidewalks, and walkways and separating them from auto traffic access.
2. Consider redevelopment, including the demolition of substandard structures, which encourages the assemblage of larger parcels for activity center or node development.
3. Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.
4. Support a mix of commercial, residential, office, governmental, and other service activities at all major employment centers.
5. Support residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate

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regional activity centers, while appropriate medium- and lower-density infill can complement the scale and character of neighborhood activity nodes.

6. Consider incentives to encourage the conversion of existing large, underutilized parking areas to other uses conducive to the promotion of activity centers and nodes
7. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
8. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
9. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
10. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.
11. Require telecommunications facilities be located, installed, and maintained to minimize visual impact and preserve views. Cabling and fiber optics should be installed underground where possible, and the visual impact of cellular towers should be a prime consideration in the City's acceptance and approval.
12. Improve the appearance of above-ground utilities and structures and extend access to high-tech wireless communications facilities throughout the city.
13. Consider incentives and other programs that remove or bring into conformance nonconforming signs, particularly in conjunction with roadway and public works improvements.
14. Prohibit the relocation of nonconforming signs that have been removed due to construction of roadway and other public works projects.
15. Require nonconforming signs to be removed or brought into conformance as a condition of rezoning, development plan approval, or change in land use.
16. Preserve and strengthen the distinctive physical character and identity of individual neighborhoods and commercial districts in the community.
17. Support land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and enhance the historic and cultural quality within the greater Downtown. Continue to work with the University of Arizona, private developers, and neighborhood groups to enhance these linkages and Downtown design character.

18. Support 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.

Building Block: Mixed-use Centers

1. Support development in or adjacent to existing regional and community-level activity centers that will:
 - a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-use activity centers;
 - b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;
 - c. Support alternate modes of transportation;
 - d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;
 - e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and
 - f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes, public sidewalks, and walkways and separating them from auto traffic access.
2. Consider redevelopment, including the demolition of substandard structures, which encourages the assemblage of larger parcels for activity center or node development.
3. Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.
4. Support a mix of commercial, residential, office, governmental, and other service activities at all major employment centers.
5. Support residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and lower-density infill can complement the scale and character of neighborhood activity nodes.
6. Consider incentives to encourage the conversion of existing large, underutilized parking areas to other uses conducive to the promotion of activity centers and nodes
7. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community. 8. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.

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9. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
10. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Mixed-use Corridors

1. Medium-density (between 6 and 14 units per acre) residential, with greater densities possible in conformance with the FLD provision. Residential development is generally appropriate where primary vehicular access is provided to an arterial or collector street and is directed away from the interior of low-density residential areas. In areas already predominately zoned R-2 additional medium-density residential may be appropriate.
2. High-density (greater than 14 units per acre) residential development is generally appropriate where primary vehicular access is provided to an arterial street and is directed away from the interior of low-density residential areas.
3. Support community commercial and office uses located at the intersections of arterial streets, taking into consideration traffic safety and congestion issues.
4. Support neighborhood commercial uses located at the intersections of arterial streets, arterial and collector streets, or collector street intersections.
5. Support residentially-scaled neighborhood commercial and office uses along collector streets if the building is residentially scaled; the site design is pedestrian-oriented; the use will not generate significant auto traffic.
6. Support the redevelopment and/or expansion of existing strip commercial development that will improve traffic flow, pedestrian mobility and safety, and streetscape quality when:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Primary access can be generally provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Adjacent uses can consolidate design elements, where feasible, such as access points, parking, landscaping, and screening;
 - f. Current or future cross access between parcels and uses can be feasibly accommodated; and

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- g. Buildings and their associated activities, such as, but not limited to, loading zones and dumpsters, can be oriented away from adjacent residential uses, toward the interior of the site or toward boundaries adjacent to similar uses.
7. Consider the expansion of commercial areas into adjoining residential areas when logical boundaries, such as existing streets or drainageways, can be established and adjacent residential property can be appropriately screened and buffered. Commercial expansions or consolidations, especially in conjunction with street widening, may be an appropriate means to preserve the vitality of the street frontage and the adjacent neighborhood.
8. Consider public-private partnerships and shared investments in connection with future street projects. When right-of-way acquisition diminishes market viability for affected businesses, expansion to additional parcels to provide consolidated access and improved parking, including shared parking and other site amenities, may be considered.
9. Support the location of residentially-scaled office uses as a possible alternative to residential uses along major streets when:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and,
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.
10. Consider the conversion of residential structures to nonresidential uses or higher density residential uses where:
 - a. The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses;
 - b. Safe and appropriate access generally can be provided from a major street;
 - c. Required parking, loading, and maneuvering can be accommodated on site;
 - d. Screening and buffering of adjacent residential properties can be provided on site;
 - e. Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and
 - f. Consideration is given to accommodating current or future cross access between adjacent parcels and uses.

11. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
12. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
13. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
14. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Campus Areas

1. Support development in or adjacent to existing regional and community-level activity centers that will:
 - a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-use activity centers;
 - b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;
 - c. Support alternate modes of transportation;
 - d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;
 - e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and
 - f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes, public sidewalks, and walkways and separating them from auto traffic access.
2. Consider redevelopment, including the demolition of substandard structures, which encourages the assemblage of larger parcels for activity center or node development.
3. Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.
4. Support a mix of commercial, residential, office, governmental, and other service activities at all major employment centers.

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5. Support residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and lower-density infill can complement the scale and character of neighborhood activity nodes.
6. Consider incentives to encourage the conversion of existing large, underutilized parking areas to other uses conducive to the promotion of activity centers and nodes
7. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
8. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
9. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
10. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Industrial Areas

1. Evaluated new industrial proposals on a case-by-case basis according to the following criteria:
 - a. Convenient access to highway, rail, or air services and routes;
 - b. Nearby public transit to serve employees, especially for proposed large industrial facilities with high numbers of employees;
 - c. Pedestrian access and facilities between bus stops and employment centers;
 - d. Parking, loading, and maneuvering requirements are met on-site; and,
 - e. Architectural detailing provided on all sides of structures and the landscaped setbacks from the front and the rear property lines.
2. Support the rehabilitation and adaptive reuse of former industrial buildings, such as those in the Warehouse District, and the reclamation and redevelopment of abandoned industrial and/or contaminated sites. Warehouse District land uses and intensities should be compatible with the existing industrial character, historic resources, and current and proposed arts uses.

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3. Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
4. Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
5. Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.
6. Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

Building Block: Long-Term Growth Areas

[Note: "Long-Term Growth Areas" is a proposed new label to address issues commenters raised about wanting to see non-developed areas within City limits labeled. Language in this document will be checked for consistency with revisions to the Opportunity Areas Map Building Block labels and descriptions and any changes in this document will be checked for consistency with any revisions to the Opportunity Areas Map Building Block labels and descriptions.]

1. In areas that are not currently developed, support planned communities that reflect sensitivity to environmental resources and existing residential uses and that is phased or financed to meet infrastructure requirements.
 - a. Have a minimum overall residential density that can sustain regular transit usage;
 - b. Consist of a series of Neighborhoods focused on a Community Center, integrated through open space and recreation areas and pedestrian, bike, transit, and the roadway system;
 - c. Maximize connectivity of all transportation modes to enhance internal movement within and between individual Neighborhoods within the MPC, including appropriate connections to the regional circulation system;
 - d. Provide Neighborhoods with clearly defined edges and a center that provides a social focus for the residents, giving them an identity and a sense of place;
 - e. Optimize the size of a Neighborhood at a quarter mile from the center to the edge;
 - f. Provide Neighborhood entry roads that are designed and landscaped as entry statements, terminating at the Neighborhood Center or taking advantage of existing vistas;
 - g. Base the Neighborhood circulation system on a hierarchical network of streets, such as a spine road that provides primary access through the

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neighborhood, and secondary roads, decreasing in size/capacity, which provide multiple routes to diffuse traffic congestion and encourage pedestrian circulation;

- h. Provide Neighborhoods with a variety of housing types; and include in Neighborhoods, a public space, such as a square or plaza/park area, and incorporate a transit stop as part of its design.
2. Support conservation and efficient water use in an effort to minimize the need for new water sources.
3. Protect historic and archaeological resources.
4. Support methods to conserve and enhance habitat when development occurs.
5. Support the development and management of healthy and attractive urban vegetation.
6. Protect and improve air quality by reducing sources of air pollution.
7. Support an accessible open space system that connects open space in the urbanized area to the surrounding public natural areas.
8. Support an interconnected open space system
9. Support an interconnected urban trail system throughout the city to meet the recreational needs of pedestrians, bicyclists, and equestrians.